





Intimations.

after  
meals

relieves that feeling  
of fullness

CROWN  
CREME DE MENTHE

(glaciale)

WATKINS,  
LIMITED,  
AGENTS.

66, Queen's Road Central.

Hongkong, 21st December, 1901. [714c]

GREEN ISLAND CEMENT COMPANY,  
LIMITED.

PORTLAND CEMENT.

\$5.60 per Cask of 37½ lbs. Net ex Factory.  
\$3.30 per Bag of 250 lbs.  
SHEWAN, TOMES & CO.,  
General Managers.  
Hongkong, 1st June, 1901. [19]

KELLY & WALSH, LD.

NEW NOVELS.

\$1.50 each.

THE ETERNAL CITY, by HALL CAINE.  
MARITIME, by F. MARION CRAWFORD.  
LIGHT FREIGHTS, by W. W. JACOBS.  
Hongkong, 27th December, 1901.

NEW YEAR GIFTS.

In great variety, largest selection of suitable presents in the Colony. Call and inspect our departments, you cannot fail to make a selection.

Gloves, Furs, Jackets, Capes, Leather goods, Fancy work, &c., &c.

WILLIAM POWELL, LIMITED,  
28 & 34, QUEEN'S ROAD.  
Hongkong, 27th December, 1901. [955c]

THE  
ROBINSON PIANO COMPANY, LIMITED.  
JUST UNPACKED.

A NEW SHIPMENT  
OF  
THE CELEBRATED  
APOLLO PIANO PLAYER,  
Inspection invited.

Hongkong, 22nd November, 1901. [953c]

A. CHEE & Co.

17A, Queen's Road, Central.  
ESTABLISHED 1859.

FURNITURE DEALERS:  
IMPORTERS OF EUROPEAN GOODS OF ALL KINDS;

Silver Plated, Glass and China Wares, Iron Bedsteads and Mattresses; Cutlery and Dinner Services; Cooking Ranges and Kitchen Utensils, Aspinall's Enamels, &c., &c.

Our store is situated between the Principal Banking Institutions and Hotels in Hongkong.

Hongkong, 11th July, 1901. [777c]

Today's  
Advertisements.

A CHALLENGE TO ALL CHINA.

M. R. BENTLEY is prepared to match an unknown against any lad in China at the Bantam-weight, limit 8 stone, 4 pounds, from One hundred pounds sterling (£100), or upwards under the following conditions:—  
1.—Twenty rounds of three minutes duration.  
2.—Four ounce gloves to be used.  
3.—The ring to measure sixteen feet.  
4.—Men to weigh in at 4 P.M. on day of contest.  
5.—Should either man exceed the above weight he will forfeit all money deposited.  
6.—Match to come off in Hongkong on Thursday, Friday or Saturday, January 23rd, 24th, or 25th, 1902.  
No other terms will suit. All offers of purses to be made before above date. Failing a suitable purse, will box for the stakes.  
WILLIAM H. BENTLEY,  
(Backer).

[Note.—Mr. Bentley has deposited twenty sovereigns with us as an earnest of good faith. All challenges to be sent to this office. Ed.,—H.K.T.]  
HONGKONG, 20th December, 1901. [1364c]

FOR SINGAPORE, PENANG AND CALCUTTA.  
THE Steamship

"LIGHTNING,"  
Captain J. G. Spence, will be despatched for the above Ports, on TUESDAY, the 7th January, at 3 P.M.  
For Freight or Passage, apply to:  
DAVID SASSOON, SONS & Co.,  
Agents.  
Hongkong, 30th December, 1901. [1415c]

NOTICE TO CONSIGNEES.  
FROM CALCUTTA, PENANG AND SINGAPORE.  
THE Steamship

"LIGHTNING,"  
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once.  
Cargo remaining on board after the 2nd January, at 2 P.M., will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside; such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.  
Bills of Lading will be countersigned by:  
DAVID SASSOON, SONS & Co.,  
Agents.  
Hongkong, 30th December, 1901. [1414c]

Today's  
Advertisements.

THREE CHEERS FOR

XMAS BHAGAT  
CAKES.

Made from Pure Australian Butter.  
10% Discount for Cash.  
H. RUTTONJEE,  
No. 5, D'Almeida Street,  
and  
No. 39, and 40, Elgin Road,  
Kowloon.  
Hongkong, 30th December, 1901. [1416c]

"INDRA" LINE OF STEAMERS.  
NOTICE TO CONSIGNEES.

FROM NEW YORK VIA SUEZ, &c.  
THE Company's Steamship

"INDRANI,"  
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 1st January, at 10 A.M., will be subject to rent.  
No Fire Insurance will be effected by us in any case whatever.  
All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.  
JARDINE, MATHESON & Co.,  
Agents.  
Hongkong, 30th December, 1901. [1415c]

For Sale.

NOW READY.

THE  
SPECIAL DESCRIPTIVE  
AND  
STATISTICAL EDITION  
OF THE  
"HONGKONG TELEGRAPH."  
TEN PAGES.

PRICE 50 CENTS.

THOSE desirous of obtaining copies should order early, as only a limited number has been struck off and a Second Edition cannot be printed.

The Special Edition will be mailed to any address on receipt of 50 cents to cover cost and postage.  
Hongkong, 2nd May, 1901.

Intimation.



A. S. WATSON & Co.,  
LIMITED.

ESTABLISHED A.D. 1841.

We beg to notify

THE ARRIVAL OF OUR NEW

SEASON'S

CONFECTIONERY,

Comprising:—

Selections of the Purest and

Best Description,

FROM

The Simplest Quality to that of the

Finest and Most Recherche

Character,

Imported from the Leading

LONDON AND PARISIAN

MANUFACTURERS.

A. S. WATSON & CO., LIMITED,  
THE HONGKONG DISPENSARY.

BIRTHS.  
On the 19th Dec., at "Saionam," Northam Road, Penang, the wife of CECIL A. LAW, of a daughter.  
A Upper-Norwood, St. Thomas's Walk, on 21st instant, the wife of L. HERMENT, of a daughter.

DEATH.  
On the 29th instant, at Tal-kok-tsui, Captain GEORG FRANZ SACHSE, aged 58 years. [1417c]

The Hongkong Telegraph

HONGKONG, MONDAY, DECEMBER 30, 1901.

REUTER'S TELEGRAMS.

SOUTH AFRICA.—A BRITISH CAMP RUSHED.

LONDON, December 27th.  
Lord Kitchener in a despatch from Johannesburg, states that General Buller reports that on the 14th instant, Colonel Finner's camp at Tweefontein was successfully rushed by a considerable force of Boers under De Wet, and that it is feared our casualties are heavy. The column consisted of four companies Yeomanry with two guns, and was guarding the head of the block-house line from Harismith to Bethlehem. The Imperial Light Horse has gone in pursuit of the enemy.

LATER.

MARQUIS ITO'S TOUR.

Marquis Ito, accompanied by Baron Hayashi, Japanese Minister in London, was received at the Foreign Office and subsequently presented to King Edward. He lunches at the Mansion House on the 3rd January, and leaves Marseilles for Japan on the 12th January.

WIRELESS TELEGRAPHY.

Signor Marconi is erecting a transatlantic wireless telegraphy station at Cape Breton Island, Nova Scotia.

LOCAL AND GENERAL.

THE BRITISH CRUISER PIQUE, arrived yesterday from Mirs Bay.

REVISED POSTAL RATES, to take effect from the 1st January next, are published in the Gazette.

MR. JOHN MOSSOP's resignation of his commission as Lieutenant in the Hongkong Volunteer Corps is notified in the Gazette.

A FATAL ACCIDENT occurred yesterday at the Hok On Cement Works, on the Kowloon side. One of the workmen, engaged in repairs, fell into a kiln and was killed.

ATTEMPTED SUICIDE.—Lam Chui Kwai, weary of the worries and troubles of this life, endeavoured to put an end to them by jumping into the Harbour. He was rescued very promptly and removed to the Hospital, where it was found that he was afflicted with suicidal mania.

THE DECEMBER SETTLEMENT is a heavy one and generally speaking the Banks are not too kind. Although the market lately has been practically dead the last month of the year is usually responsible for a big clean up and on this occasion the "bears" must be a bit ahead of it.

THOSE TROUBLESOME CHRISTIANS!—Owing to the numerous law suits between converts and non-Christians, which constantly require his attention, the Magistrate of Chu-chih-shien in the prefecture of Hangchow, whose name is Li, has tendered a letter of resignation to the Governor of Hongchow.

THE LOWNESS OF EXCHANGE is making itself felt in the dovecots of the local merchants. Many have advanced their prices, others are in hope of a rise and forbearing from putting up values. What with ever increasing rents, ferry boat fares mounting, exchange down to 1/104, nothing will soon be left but as a last resource to enter the Government Service.

MR. J. F. LOVELAND, the well known travelling representative of Messrs Burroughs Wellcome & Co., the manufacturing chemists, is in the City and intends to make a short stay. For 13 years Mr. Loveland has made periodical visits here and has a large circle of acquaintances. His firm make a specialty of concentrated drugs, in tabloid form, so generally used by the missionaries and travellers in remote places.

RAZORS were flying in the air between our local pugs a short time ago, but one or two bona fide challenges effectually squelched the ardour of the would be champions. Mr. Bentley's money is still waiting for some one to pick up, and if Bantam weight cannot be got down to, T. Edwards is willing to make a match at 128 pounds. If our aspirants can fight as well as they talk, now is the time to call at this office and a man will be found to accommodate—that is if they mean business.

CHINESE PRISON RECORDS.—In the thirty years from January 1, 1871, to December 31, 1900, the prison records of California show that 1645 Chinese felons have served time, some of them being in for life and others having been hanged. The numbers imprisoned for the various crimes enumerated were: Kidnaping, 8; manslaughter, 35; murder, 123; perjury, 17; criminal assault, 9; robbery, 84; mayhem, 2; receiving stolen property, 4; importing females for immoral purposes, 1; assault to murder, 196; arson, 5; burglary and attempts, 718; bribery, 2; counterfeiting, 5; embezzlement, 11; felony, 148; forgery, 6; grand larceny, 257; violating exclusion act, 14; total, 1645.

MESSRS. COTTAM & CO. for FOOTBALL BOOTS.

MESSRS. COTTAM & CO. for WARM DRESSING GOWNS.

THE ENGLISH LADY DOCTOR, shortly expected in Penang is said to be coming out at the instance of two Chinese gentlemen.

A PAINTER FELL from the verandah on the first floor of 17 Ship Street on the 29th inst., and sustained injuries that necessitated his removal to the Tung Wah Hospital.

BEGINNING WITH THE KOENIG ALBERT, home-ward, and the Sachsen, outward, the Imperial German mail steamers will call at Gibraltar to embark and land passengers.

MR. M. W. SLADE has resigned his commission as Captain in the Field Battery of the Hongkong Volunteer Corps and has been provisionally attached as Captain to the Reserve of the Corps.

FOOTBALL.—To-morrow afternoon on the Happy Valley in the first round for the Hongkong Football Challenge Shield, the Royal Engineers will play H Company, R. W. F. Kickoff at four o'clock.

VICEROY YUAN SHIH-K'AI has returned to Paoingfu. He failed to persuade the Ministers to abandon the Provisional Government; it is a disappointment to him. He now intends to meet the Court on its way.

MESSRS. H. PRICE AND CO. have favoured us with a sample of their Calendar for 1902 done by Messrs Raphael, Tuck and Sand. It is one of the last efforts of this well known Co. and in keeping with the reputation of the local firm.

JOHN MORRIS, seaman on the P. and O. steamer China, was informed by cable on arrival in London that an uncle, resident at Sydney, had recently died, leaving him sole heir to a large sheep ranch worth ten thousand pounds.

IS IT AN OVERSIGHT?—In the list of officials honoured for their services in international relations there is no mention of Hu Yü-fen, although he has done more work, and more unpleasant too, than several who are remembered.

SINGAPORE FOLK have evidently had a great surprise this Christmas, for according to one of the local journals—"A mail steamer passed through the port this morning from North to South." Was it a phantom ship, or the inevitable consequence of Christmas greetings?

NEW YEAR HOLIDAYS.—On New Year's Day and 2nd January, the Post Office will be open from 8 to 9 a.m. only. Correspondence for local delivery on those days may be posted up to 9 a.m. The Night Box will be left open during the time the office is closed. The Money Order office will be entirely closed on both days.

THE ROYAL NAVY CLUB.—The Members of the Royal Navy Club, 1765-85, dined at the Whitehall Rooms, Hotel Metropole, London on 19th ulto. to celebrate His Majesty's birthday and to commemorate the battle of Camperdown. Vice-Admiral Sir Harry Rawson presided, and the guest was Major-General Sir Alfred Gaslee.

A QUEER BREAKDOWN.—The Central News Correspondent at Portsmouth telegraphs: The cruiser Pandora was prevented from leaving Portsmouth on 19th ulto. through her condensers being out of order. It was found that there were in the condensers a number of eels. This is probably the most extraordinary accident that ever incapacitated a warship.

A NOVELIST'S WILL.—The will of Sir Walter Besant, who died on June 9th, aged sixty-four, leaving personal estate of the value of £6,588 6s. 8d. net, and £8,812 19s. 7d. gross, had been proved. The testator bequeathed to his wife his household effects, but not his library, and the income during her life of his residuary estate, which, subject to her life interest, is to be in trust in equal shares for his children. It was Sir Walter Besant's wish and hope that his wife should devise and bequeath all of her property to their children.

AN EXTREMELY GOOD STORY about Li Hung Chang is going the rounds of Paris. When he was there, he went to visit the Credit Lyonnais, and showed lively interest in its halls, its stairs, its safes, and the room where the bonds of the last City of Paris loan are kept. He was, says the Paris correspondent of the Daily News, first shown bonds of 500 f. and of 1,000 f. and then of 5,000 f. Taking these in his hands, he scrutinised them exclaiming frequently, "Joli! Joli!" Then he finally thrust them into his pocket, saying, "Souvenir de Paris!" The Governor of the Credit Lyonnais went to the Minister of Foreign Affairs with a list of the bonds, and asked what he was to do. It was agreed that it would not do to ask Li to give them up, and the Foreign Office refunded his "souvenir de Paris."

A CALLANT SKIPPER.—The steamer Victoria which recently arrived at British Columbia from the Orient, reported the foundering of the steamer Ryumon Maru, 235 tons, off the coast of Aomura prefecture, a disaster involving the loss of 22 lives. In connection with this disaster, a story is told of the captain, who was 61 years old. His son is captain of the steamer Goya Maru. Just prior to the fatal accident, the deceased captain is reported to have received a letter from his son in Osaka, in which the latter advised his father to leave the sea and to spend the rest of his declining years in his native place of Osaka in peace and tranquillity. To this the old father returned a reply saying that as soon as he had finished the voyage he would resign his post and return home as his son had advised. It is further said that when the vessel was gradually beginning to sink, the old captain remained on the bridge, all the while directing his men, who were busily engaged in saving the passengers; and that he sank together with his ship.

THE S. S. PRINCE HEINRICH (Norddeutscher Lloyd) arrived in Hongkong harbour this morning nearly five days overdue. This is a most exceptional thing for this Co.'s steamers, and on enquiry we find it was owing to no fault of the ship or her officers, but through being delayed by fog on leaving Antwerp and again losing three days in the Suez Canal by reason of a French steamer taking the ground in the fairway.

THE TAIKOO SPORTS, it must not be forgotten, come off on Wednesday and the list of entries warrant the executive body in thinking that this year they will make a record. As one of the best days outing of the year a large attendance is the rule, and no one will regret paying a visit to one of the prettiest little racing tracks we have yet seen backed up by the efforts of the genial committeemen to make every visitor welcome.

DOUBLE DROWNING FATALITY.—Two lighters, one loaded the other empty, were contending for priority of position, alongside the str. Hong Moh yesterday. A war of words ensued, which seemed to so excite the ire of a member of the crew of each boat, that they came to blows. So interested were they in their bout that they fell overboard, locked in each others embrace. Both were drowned, one body only having been recovered, up to writing this.

W. POWELL, LTD., must be added to the list of successful local notations. In the first twelve months of the new régime, profits have been made enabling a 5% div. being declared for the six months, and the turnover for the latter half of 1901 makes it safe to predict a 7½% dividend next June, bringing it up to 12% for the twelve months. The 510 shares now stand at 50 cents below par, and a parcel put away should earn a good return in the course of the next year.

SEVERAL VERY HANDSOME CALENDARS are to hand showing, in neatness of design and execution, that the money expended for them has not been misplaced. We note in particular those received from Messrs. Dodwell & Co. Ltd., agents for the Imperial Insurance Co. Mr. A. R. Marty, for L'Union Fire Insurance Co. Ltd., Messrs. Henér & Co., from Empreza, at Boas Festas, Macao, Messrs. Melchers & Co., Agents in Hongkong for the Royal Insurance Co., the Meiji Fire Insurance Co. Ltd. of Tokio, and The Tokio Marine Insurance Co. Ltd.

ACCIDENT TO THE FRENCH MAIL.—About 3 a.m. on the 22nd December, as the homeward bound French mail steamer Ville de La Ciotat was nearing Singapore from Saigon, during a dense fog and a strong gale of wind, she is alleged to have run or been driven into a shoal, with the result that two blades of her propeller were broken and the remaining two were bent, and she did not get alongside the wharf before 11 a.m., although due at daylight. Her propeller is being examined by divers. The Ville de La Ciotat is 515 feet long and the largest dock at Singapore is 475 feet long.

M. WITTE, to an interviewer, said it was no light task to carry out the Siberian and Manchurian railways—which will not be thoroughly complete for two years yet. Over a hundred million sterling has had to be withdrawn from the operation for satisfying the internal requirements of the country. Hence European Russia has become, politically, the direct basis for the Far East, and its importance will in the future, become more and more apparent. The completion of the line is of the utmost advantage to inner Russia, as it will place all the immense resources of the State Treasury at the disposal of the requirements of the interior.

THE NEW TARIFF NEGOTIATIONS, which are ready to be gone into in Shanghai by the Commissioners of the various countries concerned, it is feared, will have to be delayed a few days owing to the delicate state of health of the Chinese Chief Commissioner, H.E. Director-General Sheng Kung-pao, who, according to the Universal Gazette, is still suffering from the effects of a severe attack of asthma. The Assistant of H.E. Sheng Kung-pao, the "Converted Boxer"—so both Chinese and Foreigners in Tientsin are alleged to have termed him since the Boxer disturbances in that port in 1900—Mr. Huang Chien-yuan, ex-Customs Tao-tai of Tientsin, has not, according to local mandarins, either the position or power to represent the Chief Chinese Commissioner at the proposed negotiations, hence they will have to wait a few days for the convalescence of Director-General Sheng.

THE YACHT ARIADNE.—The wreck of the yacht Ariadne, which occurred on the New Zealand coast in May last, is the cause of a sensational trial now proceeding at Wellington. Mumford, the master, and Thomas Kerry, owner of the vessel, together with a third party, are charged with having wilfully caused the loss of the vessel. It appears from evidence already given that the vessel was insured for £10,000. Surveyors who examined the wreck state that the vessel had apparently been stripped of all valuable fittings and sails. An agreement to the effect that the master was to receive £400 for casting away the ship has been put in, by the prosecution. This agreement was signed by Kerry, who gave a copy of it to the skipper. The latter lost his copy and Kerry refused to pay. Mumford's copy was subsequently found, but the £400 was eventually paid the skipper by Lloyd's surveyor at Lytleton (N.Z.), who produced the above agreement in court, together with the skipper's statement. Altogether the case presents some interesting and unusual features, and is exciting much comment among shipping and insurance circles, both here and in New Zealand.



**THE NEW POSTAGE STAMPS** will, says a correspondent, according to present arrangements, be issued early in the new year. The halfpenny stamps will be green, as hitherto; in the penny stamps a dull crimson will be substituted for the existing mauve colour; and this may also be used for stamps of higher value, the design of which has not yet received the King's approval.

**THE PRIMROSE LEAGUE**—Lord Salisbury, replying to a resolution of confidence and sympathy by the Milner Habitation of the Primrose League at York, says: "We are much indebted to the Milner Habitation for the very kind and encouraging resolution, and I thank you heartily for the vote in which you have forwarded it. We need such encouragement, for England is, I believe, the only country in which during a great war eminent men write and speak publicly as if they belonged to the enemy."

**INTERNATIONAL AMENITIES**—A Brussels paper states that the Dutch boat No. 149, of Ymuiden, after having pretended to be in distress off the Wieringen Lightship, in the North Sea, approached the Ramsgate smack No. 124. Thirteen fishermen from the Dutch boat boarded the English craft and attacked the crew, at the same time shouting, "Long live the Boers!" Several of the Ramsgate men were seriously wounded. Before making the attack the Dutch sailors shut up their captain in his cabin. The Ramsgate boat succeeded in getting away, and has arrived at Ostend, where the wounded have lodged a complaint at the British Consulate.

**WINTRY WEATHER**—At the end of last week, says a mail paper, the weather was most wintry, and as many as 16 degrees of frost were registered. Dense fog covered London on 16th inst., and was instrumental in causing the collision of two passenger trains between Clapham and Charing Cross Stations, on the South-Eastern and Chatham Lines. Sixteen persons were injured in this accident, but only four of them sufficiently seriously to necessitate their removal to hospital. Four lives were lost in Staffordshire owing to persons walking into the canal in the fog; and at Liverpool two vessels were sunk as the result of collisions. The fog has cleared off, and the weather is warmer again.

**A SKYSCRAPER**—An English-American Syndicate has applied to the London County Council for a 999 years' lease of a site on the north side of the Strand, between the two points at which the new street from Holborn will debouch on the Strand, on which to erect an office building on American lines, at an estimated cost of £2,000,000. The building will be seven stories in height—a portion of it rising three stories higher—will have a frontage of 750 feet, and will contain more than 600 rooms. It will be equipped with every modern convenience. One of its special features will be a spacious rotunda, under a lofty dome, in the centre of the building, intended to form a general rendezvous.

**THE CONCENTRATION CAMPS**—An elaborate report has been issued by the Colonial Office in relation to the concentration camps, which, it shows, are now thoroughly organised and supplied with adequate food. The settlements are under a military governor. One of the greatest difficulties that our officials have to contend with is the insubordination of the Boers, who resort to "re-medies" of the most disgusting character, some of them necessarily fatal to young children. There is a belief among the inmates of the settlements that in hospital they would be starved. This delusion has no better foundation than the usual course of prescription for enteric patients. Happily such prejudices are being overcome, and in many of the camps the people are content, and frankly confess that they were never better treated in their lives than they now are.

#### AT THE MAGISTRACY.

December 30th.

##### MISTOOK THE NUMBER.

Bunsuke Hamaguchi, a Japanese eating house keeper of 13, Ship Street, on the 28th inst. visited some of his lady friends at 19, Ship Street, and proceeded to assault the women in the house, and break up the furniture. To the best of his ability. He left the house and half an hour afterwards returned to what he thought was the same house, but the saki he had imbibed evidently had mounted to his head and he wandered into number 9 instead of 19. Seeing the furniture still intact he imagined that he had not been thorough in his work of destruction and attempted to make a complete wreck of it this time. As it does not cost very much to furnish a Japanese dwelling in Ship St., the Magistrate assessed him \$10 for damage to number 19 and a like sum for mistaking the number and doing likewise in number 9. \$5, to the owner of number 19 and \$8, to the proprietor of number 9 completed his list of expenses for his Saturday evening amusement.

##### USED HIS RAZOR.

Wong Wa, a barber, was plying his trade in the basement of the Hongkong Club a few days since, when one of the coolies employed by the Club was an applicant for a shave. Either the barber was very slow or the coolie very impatient, because in the argument that ensued the coolie received a severe cut in the thigh from the barber's razor, which occasioned his temporary retirement to the Hospital. The Magistrate thought three months was about the time necessary for needed reflection on the part of Wong Wa and he now is taking a much needed rest in the Gaol.

**MESSRS. COTTAM & CO.** for DRESS SUITS, TIES and WHITE-KID GLOVES.

#### DEATH OF CAPTAIN G. F. SACHSE.

Another old, respected resident of Hongkong passed away on Sunday morning at 3.30 in the person of Captain Georg Franz Sachse. Many years ago Captain Sachse arrived by the "Pacific" after a spell of trading in the South Seas and took charge of the local petroleum tanks. For some time he has been ailing from the effects of heart disease with complications, and died at Tai Kok Tsui, leaving a widow and two children. The deceased mariner was 58 years of age.

#### CRICKET.

##### ARMY v. NAVY.

This match was played on Saturday on the Club Cricket Ground. The Navy won the toss and started with Digby and Moore nearly an hour late. Preedy was well on the wicket, and through his efforts two wickets fell for 19 runs. Franklin and Mahon made a good stand and put on 48 and 65 for the fifth and sixth wickets. These batsmen were the only two who shaped well, Franklin especially being very strong behind the wickets both in cuts and leg hits. Preedy took 6 wickets for 68 runs and the Navy's innings closed for 204.

The Army only made 161 and so lost the match. This result was no doubt due to the same finishing practically in the dark and making Franklin's high pitched balls quite invisible to the batsmen.

The following were the scores:—

NAVY.			
Mr. Digby, c. Sub., b. Preedy	1		
Mr. Moore, b. Preedy	10		
Lieut. Reinold, c. Sub., b. Dorehill	10		
Mr. C. P. Franklin, b. France-Hayhurst	57		
Lieut. Wood, b. Preedy	16		
Mr. Cornah, c. Faishaw, b. Waymouth	18		
Lieut. Mahon, L.B.V., b. Preedy	55		
Mr. Neat, b. Preedy	0		
Mr. McKinlay, c. Buttanshaw, b. Preedy	18		
Mr. Harrison, not out	0		
Mr. Broadbent, run out	9		
Extras	10		
Total	204		

**ARMY.**

ARMY.			
Capt. Waymouth, R.A., b. Mahon	3		
Lieut. France-Hayhurst, R.W.F., c. Wood, b. Reinold	26		
Major Beiersford-Ashe, R.W.F., b. Reinold	5		
Capt. Radcliffe, R.E., c. McKinlay, b. Broadbent	36		
Major Dorehill, R.A., b. McKinlay	30		
Capt. Faishaw, R.A., b. McKinlay	10		
Major Wynne, R.A., c. Digby, b. Franklin	0		
Capt. Clapham, R.A., b. Franklin	4		
Capt. Rotherham, R.W.F., c. Wood, b. Franklin	19		
Private Preedy, R.W.F., not out	15		
Major Buttanshaw, c. Cornah, b. McKinlay	0		
Extras	13		
Total	161		

**BOWLING ANALYSIS.**

NAVY.			
Dorehill	14	3	42
Preedy	23	3	68
Waymouth	11	4	36
Buttanshaw	2	0	8
Clapham	2	0	12
France-Hayhurst	43	0	28
ARMY.			
Neat	0	0	21
Mahon	7	0	19
Reinold	8	1	29
McKinlay	11	5	35
Franklin	7	0	28
Broadbent	8	2	16

**A CLUB XI v. ROYAL ENGINEERS.**

This match was played on Saturday on the Recreation Ground at Happy Valley. The Club won the toss and started batting. Wickets fell in quick succession and six were down for eight runs. Rutherford then joined Hay and thirty runs were added to the score before Rutherford was bowled by an apparently easy ball. Chater followed, but was run out through not responding to Hay's call. Cox then went in and some fairly fast cricket ensued; one hit by this batsman secured five, all run.

The Club's last wicket went through Hay returning a full pitch to Clarke who all but let the ball drop.

The Engineers went in with 54 to beat. Clarke and Lillywhite were disposed of by Wood, and Tillman joined Jolly. These two batsmen scored 47 between them before the latter was caught by Wild off Brown. Brown's lob proved successful, Tillman being the only man who was successful in playing them and he was eventually beaten and retired with 17 runs to his credit. The Engineers' innings closed for 102, thus beating the club by 48, Brown, got 6 wickets for 31 runs and wood 2 for 13.

The following were the scores:—

A CLUB XI.			
D. Wood, b. Meader	4		
G. T. Wild, b. Watts	0		
B. E. Hanson, b. Watts	3		
W. R. Robertson, b. Watts	0		
F. B. Wheeler, b. Watts	0		
H. Brown, c. Tillmann, b. Watts	3		
E. J. Davies, c. Jolly, b. Meader	3		
C. H. P. Hay, c. and b. Clarke	12		
C. N. Rutherford, b. Clarke	8		
C. P. Chater, run out	0		
P. A. Cox, not out	0		
Extras	2		
Total	54		

**MESSRS. COTTAM & CO.** for THE "FAVORITE-STRAW" HAT also TAN-KID GLOVES.

#### THE LATE MR. FLINT.

We regret to announce the sudden death of Mr. Richard Flint of The Pharmacy, Queen's Road. The deceased gentleman for the last 12 months has been suffering from an internal disorder, of a most painful nature but the sudden ending came unexpectedly as a shock to his many friends. Mr. Flint hailed from Lincolnshire, England, and conducted a Pharmacy for some years in Tonkin. In 1899 he came to Hongkong and started in business for himself and was in treaty for the sale of the same when he died on Sunday afternoon at 5.15. The funeral took place at Happy Valley at 4.30 p.m. to-day and was attended by a number of friends.

#### FOOTBALL.

##### RUGBY.

##### H. K. F. C. v. NAVY.

This match was played on Saturday on the Hongkong Football Club ground before His Excellency Sir Henry A. Blake and a large attendance of spectators. The Club's defence was considerably strengthened by Danby and Jordan, who did not play in the first match between these teams, and Rutherford made way for Goldring in the forward line; Burke played half-back with Jordan and Knox played back.

McMurtre, having lost toss, kicked off for the Club from the Eastern end soon after the appointed time. Open play followed and it was at once seen that the Club's defence was far better than in the previous match. The passing among the forwards too, was excellent, and in the scrum they had quite the advantage over their opponents. About fifteen minutes from the start, by some good combination, Jordan got in right between the posts. McMurtre took the kick, but for some unaccountable reason failed to convert. Half time was called without further score.

In the second half the Club pressed and, if anything, the game was in their favour. About ten minutes from the commencement Sherbrooke gathered the ball and made a splendid run to the Club's twenty-five. A try seemed imminent, but he was nicely collared by Knox and a scrum resulted. The Club failed to get the ball away and from a series of scrums near the home goal Sherbrooke got in for the Navy. Gibbs took the kick and, although the angle was fairly easy, failed to convert. The score now stood even and some fast play ensued. Danby secured a free kick, but a bye resulted. Just on time Sandford nearly got in from a scrum near the visitors' goal and time was eventually called leaving the match a drawn game.

For the Club Danby distinguished himself at three-quarters, kicking and tackling with great vigour. Cossey should have been pulled up by the referee for being offside many times. He has a nasty habit too, of putting the ball in the scrum with a twist, which is rather an unsportsmanlike action.

Result:—A drawn game H. K. F. C. one try (3 points); Navy, one try (3 points).

The following were the Club XV:—Back, Knox; Three-Quarters, Beattie, Smythe, Griffiths, R.H. Danby; Half-backs, Jordan and Burke, 22nd B.L.I.; Forwards, Johnston, Goldring, Clarke, Sandford, Wolfe, Halifax, Wilson and McMurtre (captain).

#### PRESENTATION TO A PUBLIC OFFICIAL.

##### RETIREMENT OF MR. J. W. KINGHORN.

There are not many of our public servants who can lay claim to having served the Colony for upwards of fifteen years, but Mr. J. W. Kinghorn, the chief engineer of the Fire Brigade, can boast—and proudly boast—of having attained such an achievement. Before joining the present Brigade he was for upwards of three years in the Volunteer Fire Brigade, and in 1889 first became associated with that smart body of men now comprising the Hongkong Fire Brigade. He comparatively recently decided to resign his position as Chief Engineer, and urgent and influential as the appeals have been to him to remain, he feels compelled to relinquish the post and will probably return to the land of the heather, which he has so well and successfully represented. For several years he was senior partner in the firm of Kinghorn and MacDonald, consulting mechanical engineers and surveyors, of Des Voeux Road, Central.

For the purpose of showing their appreciation of his faithful services, past and present European members of the Brigade subscribed for and presented him with a valuable marble clock and a useful pocket flask. The ceremony took place at the Central Police Billiard Room at noon to-day the presentation being made by Mr. F. J. Badesley, the Acting Superintendent of the Brigade, in the presence of a large number of members and friends. In handing the testimonials to Mr. Kinghorn, Mr. Badesley referred in terms of highest praise to the creditable services rendered by his chief engineer to the Colony and Mr. Kinghorn replied in suitable terms. The clock bore the inscription:—"Presented by the members of the Hongkong Fire Brigade to Mr. J. W. Kinghorn, chief engineer, as a mark of respect and esteem on his retirement from the Brigade December, 1901."

It is stated that his partner, Mr. D. MacDonald will succeed him in the appointment.

**MESSRS. COTTAM & CO.** for the LATEST STYLES in "TRESS & CO'S" FELT HATS.

#### Entertainments.

##### BOXING.

**CITY HALL, Jan. 1st, 1902.**  
A. MONK, R.W.F., and G. LENNARD, R.M.S. *Wagers*, will box the best of 20 Three-minute rounds with 4 oz. gloves for \$250 a side and a purse of \$400, under the Marquis of Queensbury rules, for the Heavy-weight Championship of the Colony (the previous holder, Con Sheehan having left the Colony) both men are well known.  
Also a 6 round Contest between A. SMART and J. DEEGAN, R.W.F.  
J. WILLIAMS, and S. BENTLEY, (Coloured). (10 St. Champion).  
Will box a 4 round trial bout and other events.  
Popular Prices:—\$1, \$2 & \$5.

Tickets may be obtained at the Victoria and Kowloon Hotels.

Doors open at 8. Commence at 8.30.  
H. MARTIN, Manager.  
Hongkong, 21st December, 1901. [1397]

##### HONGKONG BENEVOLENT SOCIETY.

A SUBSCRIPTION DANCE in aid of the above SOCIETY will be held in the CITY HALL, on JANUARY, 24TH, 1902, at 9.30 P.M.

TICKETS ..... \$5 each.  
Tickets may be had from Mrs. FORBES, East Point, or from Members of the Committee of the Society.  
Hongkong, 19th December, 1901.

#### Entertainments.

##### CHRISTMAS AND NEW YEAR HOLIDAYS.

IN accordance with the Provisions of Ordinance No. 6 of 1901, the Undermentioned BANKS will be CLOSED for the Transaction of Public Business, on WEDNESDAY and THURSDAY, the 1st and 2nd January, 1902.

For the CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA, T. P. COCHRANE, Pro. Manager, Hongkong.  
For the HONGKONG & SHANGHAI BANKING CORPORATION, T. JACKSON, Chief Manager.  
For the NATIONAL BANK OF CHINA, LIMITED, GEO. W. F. PLAYFAIR, Chief Manager.  
For the BANQUE DE L'INDO-CHINE, Hongkong Agency, L. ROGNON, Acting Manager.  
For the BANK OF CHINA & JAPAN, LIMITED, HONGKONG, J. W. R. TAYLOR, Manager.  
For the YOKOHAMA SPECIE BANK, LIMITED, TARO HODSUMI, Manager.  
For the IMPERIAL BANK OF CHINA, E. W. RUTTER, Manager.  
For the DEUTSCH-ASIATISCHE BANK, H. SCHOTTLANDER, Acting Manager.  
For the MERCHANT BANK OF INDIA, LIMITED, JOHN THURBURN, Manager, Hongkong.  
Hongkong, 24th December, 1901. [1391c]

##### XMAS AND NEW YEAR HOLIDAYS.

THE Undermentioned INSURANCE OFFICES will be CLOSED for the Transaction of Public Business, on WEDNESDAY and THURSDAY, the 1st and 2nd January, 1902.

JARDINE, MATHESON & Co., General Agents, CANTON INSURANCE OFFICE, LD. and General Managers, HONGKONG FIRE INSURANCE CO., LIMITED, For the UNION INSURANCE SOCIETY OF CANTON, LIMITED, W. J. SAUNDERS, Secretary, For the NORTH-CHINA INSURANCE CO., LD., W. H. PERCIVAL, Agent, For the CHINA TRADERS' INSURANCE CO., LIMITED, W. H. RAY, Secretary, For the YANGTZE INSURANCE ASSOCIATION, LIMITED, SHEWAN, TOMES & Co., Agents, For the CHINA FIRE INSURANCE CO., LD., GEO. L. TOMLIN, Secretary.  
Hongkong, 24th December, 1901. [1392c]

##### SPECIAL HOME RETURN TICKETS.

##### NOTICE.

FROM the 1st January, 1902, we will issue SPECIAL HOME RETURN TICKETS available for Two years (from date of departure to date of arrival on return) for one and one half fare.

E. A. HEWETT, Superintendent, P. & O. S. N. Co. P. DE CHAMPORIN, Acting Agent, Messageries Maritimes Cie. MELCHERS & CO., Agents, Norddeutscher Lloyd.  
Hongkong, 23rd December, 1901. [1407c]

#### HONGKONG SUBSCRIPTION LIBRARY.

18, Bank Buildings, Wyndham Street.  
FOUNDED in 1901, by DR. CANTLIE, and conducted for several years by H. E. POLLOCK, Esq., K.C.

TRUSTEES: HON. J. H. STEWART LOCKHART, C.M.G., G. B. DODWELL, Esq., R. SHEWAN, Esq.

SUBSCRIPTIONS.—Payable in Advance.  
\$7.50 ..... Per Half Year.  
or  
\$1.40 ..... Per Month.

The Library contains, in addition to Fiction, a number of Standard Works on Biography, History, Travels, &c., and Works of Reference; and it is hoped to maintain it up to date. Interested Subscribers are requested to apply to

CAPTAIN SPENCER, Hon. Secretary and Treasurer, Ordinance Office.  
Hongkong, 24th December, 1901. [1413c]

#### Entertainments.



At every turn,

day and night, you hear the enthusiastic praise of some one who is competent to judge and prefers

**RAINIER BEER**

to all others—the whole world has it and likes it.

SOLE AGENTS:  
**A. S. WATSON & Co., LIMITED.**

THE HONGKONG DISPENSARY.

Hongkong, 13th December, 1901.

**W. BREWER & Co.**

JUST LANDED.

A New Stock of

**LADIES' BOOTS AND SHOES,**  
Very Superior English make  
BROWN AND BLACK,  
ALSO

**GENTLEMEN'S BOOTS AND SHOES,**  
BROWN, BLACK & PATENT LEATHER.

**LADIES' BOOTS AND SHOES,**  
Parisian make.

Hongkong, 28th December, 1901.

#### NEW PATENT SODA-WATER-MACHINE.

Especially suitable and a real necessity for Hotels,

Hospitals, Barracks, Officer's Messes and

Private Messes, Families in Up-

country places, Mission

Stations,

and for Passenger Steamers.

The most simple and efficient machine yet invented for the manufacture of all kinds of Aerated Waters, Lemonade, Fruit Lemonade, Champagne Cyder, &c., &c., &c.

The machine is worked by hand, can be attended to by any ordinary native servant and manufactures Aerated Waters of best quality at enormously cheap prices.

**LEOPOLD SPATZ & CO.**

Hongkong, 20th July, 1901.

#### INCANDESCENT GAS LIGHT.

Each of our consumers is drawn to the fact that

the Undersigned, being Sole Agents for

**DR. AUER VON WELSBACH CO.,**

**VIENNA,**

**THE INVENTORS OF INCANDESCENT**

**GAS LIGHT.**

**ARE SELLING THE ONLY GENUINE MANTLES,**

**The Price of which has been reduced to**

**FIFTY CENTS per piece.**

**BEWARE OF INFERIOR IMITATIONS!**

**KRUSE & Co.,**

**CONNAUGHT HOUSE.**

954c]

#### PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for

SPRUE, DYSENTERY, DIARRHŒA, HEMORRHOGE and ULCERATION

of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession.

Sold retail by all Chemists and Wholesale

by THE PETER SYS COMPANY, (Proprietors and Sole Manufacturers) 9, Old China Street, Shanghai.

12th October, 1901.

#### THE VICTORIA DISPENSARY, HONGKONG.

##### AERATED WATERS.

SIMPLE AERATED WATER. SODA WATER.

LEMONADE. GINGER ALE.

SARSAPARILLA. RASPBERRYADE.

TONIC WATER. LEMON SQUASH.

SPECIAL TERMS to Hotels, Clubs, Messes and other large Consumers.

WORTH A GUINEA A BOX.

#### BEECHAM'S PILLS

FOR ALL FEROUS DISORDERS

SUCH AS SICK HEADACHE, CONSTIPATION,

WEAK STOMACH, IMPAIRED DIGESTION,

DISORDERED LIVER, AND FEMALE AILMENTS.

ANNUAL SALE SIX MILLION BOXES.

50 Cents per Box.

Prepared only by the Proprietor—

THOMAS BEECHAM, St. Helena, England.







has to a large extent veiled from his subjects the transformation of opinion silently at work among English people; and in some measure has even blinded ourselves. That deserved popularity remains, but it deceives us no more, and the language of the British Press, has, to a certain modified degree, informed the German people also that we are able to distinguish between them and their Sovereign. I do not pretend to speak of the views secretly held by Statesmen and diplomatists—there have been a few criticisms nominally on "very high authority"—but I know nothing of their origin. I do, however, say unhesitatingly, that the verdict of the every-day English world, professional and commercial, is unanimous and, if I may express it in a vulgar but emphatic phrase of to-day, "About full up of Germany" sums up this verdict.

THE WAR  
impressions—it cannot be called news—have been more hopeful this week. Correspondents seem sanguine that the end is nighing, but so contradictory are the reports that it is difficult to arrive at a clear understanding of the situation, and for the most part the individual temperament settles the question for each person. Between "Peace before Easter" and "The war will last another ten years" there is room for every diversity of opinion.

My two women correspondents at the front—one an army nurse, the other a civilian resident—put it at a few months, and two men of the Colonial forces tell the same tale, but officers recently returned to England have replied to my query, that unless over before next winter (July) fighting will probably dawdle on till the following year.

Great excitement was caused at the beginning of the week by the

DETENTION OF A STEAMER  
in the Thames, which was said to be carrying a secret cargo of munition of war. The munitions have indeed been proved, but the authorities are now satisfied that they were not intended for the Boers, and the vessel departs to-day.

An occasional correspondent of a London paper, who has had war experience, has advanced an interesting explanation of OUR LOSSES IN HORSEFLESH, which is certainly worthy of further investigation.

He states that with every load of horses, etc. shipped from America, a certain number of men are engaged for the trip to tend the beasts. Of these men, no recommendation, beyond knowledge of their work, is required, and thus Boer agents have no difficulty in signing on. These gentry besides obtaining any scraps of information which may be available, inoculate the horses with a virus the day before reaching port, with the result, that when the animals get up country, and the poison has had time to work, they are useless. To lay people it would seem only natural that remounts, which are of such importance to the Army, should be carefully watched by selected men from purchase to delivery.

THE GALWAY ELECTION  
has stirred up a good deal of feeling. As you already know, by cable, "Colonel" Lynch, lately of the Boer Irish Brigade, simply romped in with a big majority. The actual figure, 775, by no means conveys the size of the victory, to realize which, it is necessary to add that the whole electorate only numbers 2,410 constituents, of whom 1,719 recorded votes. Galway town at one end of the straits, of which Walthamstown with its 24,000 voters is the other, exemplifies very sufficiently the need of a redistribution of seats. I believe there are two English constituencies larger than Walthamstown, but cannot at the moment lay my hands on the exact figures. "Colonel" Lynch asserts that he will take his seat at Westminster. It can only be hoped that Parliament will not stultify itself, by allowing a confessed rebel to sit in the House, which will presently deal with the penalties to be inflicted on rebels, among other things. Time will show—but the general opinion is, that Mr. Lynch will not put his liberty in danger by coming to England at all.

MANCHURIA.  
In the first of a series of articles in the *Express*, Mr. Wirt Gerrard tells of the great initial difficulties which beset his efforts to reach Manchuria. Mr. Gerrard is writing Baedeker's Guide to Russia, which includes the railway route through the captured province. Having obtained a letter from the Russian Minister of roads, the traveller proceeded without difficulty across Siberia, but at the gates of Manchuria he was stopped, and leave to proceed emphatically refused. Mr. Gerrard possessed some influence, and applied through every available official source, military and civil, for the necessary permit. The British Ambassador at St. Petersburg also did his best, but always the same result. "Application refused." Hotel acquaintances supplied the explanation.

"Why you must be an Englishman!" It appears that only English and Japanese subjects are prevented from visiting Manchuria—a significant fact, surely.

Mr. Gerrard eventually reached his destination disguised, and by means of false papers. It is impossible not to speculate on the Russian meaning of the phrase—"the open door," and while she is considering that point, and we are politely awaiting the definition, American, French, German and other merchants are establishing themselves. The ways of the Foreign Office are dark and obscure.

#### THE OUTPUT OF KAIPING COAL.

The following table shows the total output of Kaiping Coal since 1883 when the mines were first opened. It will be seen that the first dividend was paid in 1892 when the output exceeded 300,000 tons, which figure apparently admitted of a dividend, and latterly 12 per cent was paid upon the paid-up capital of one

million and a half taels. Now the capital is a million sterling or eight million taels with £300,000 or Tls. 2,400,000 debentures. We have not the output for 1901 yet, of course, but the export figures for the first nine months of the year will give some idea of what the total for the twelve months is likely to be:—

First Year.	Output.	Export.
Tons.	Tons.	Tons.
1883	109,090	...
1884	179,255	...
1885	241,183	...
1886	130,870	...
1887	226,525	...
1888	240,097	...
1889	240,699	...
1890	242,957	...
1891	285,415	95,552

\* For nine months only.

#### THE CALCUTTA CYCLONE.

Writing on the 30th ult., the Calcutta correspondent of the *Rangoon Times* says:—It is long since Calcutta had such an un-welcome visitant as the cyclone that gave us such an anxious time last Tuesday. True we were only in the fringe of it, so to speak; but it was uncomfortable enough even at that, and there was of damage *quantum suff.* What would have been our fate had the advancing storm not elected to change its mind and steer for the west it is easy to imagine. Methinks we narrowly escaped a repetition of the calamities of '64 and it behoves us to be proportionately thankful. As the wind began to play up on Tuesday, after the two miserable days of cold drizzle, and as the barometer began its rapid descent we made up our minds that we were in for it. But when the "greatest danger" signal, the ominous drum, was hoisted at the Port Commissioner's Office, the interpretation whereof was that a cyclone of great strength and magnitude was rushing upon us, we took up our stations and stood by the halyards.

Business was practically abandoned for a few hours, the streets were deserted, everyone was barring and barricading. Men hurried home from office to anxious wives and children. Great gusts swept over the maidan, levelling trees, tangling telegraph wires, rending limbs and scattering branches broadcast. Tents, like Tom Hood's juvenile breeches, went flying off as if the devil had been in them, the camp behind the race course was laid flat in a few minutes, the two circus tents chased each other through the air for a quarter of a mile and lay in shreds at the end of their flight. The premonitory whistle of *Æolus* of the morning had developed into a mighty roar by noon; minor damages to houses, tiled huts falling, windows and doors bursting from their bonds, looked like the beginning of the end. When there came a sudden lull, we breathed again and waited for the next development. The timorous among us gave credence to the rumoured approach of a huge tidal wave in the afternoon, accompanied by the cyclone, which it was alleged was merely recuperating after its martial exertions and would be on us then with treble force. But the false prophet is not yet extinct and by four o'clock he was completely discredited. All anxiety was over; by bed time the subject had almost ceased to interest us. But we had a narrow shave. Beyond the damage in the city and its environs, the shipping suffered, a steamer and a launch sunk, small craft paid heavy toll and a few people are reported drowned. At the Sandheads they had a remarkably rough time, but there were no casualties, beyond damages to topmasts and rigging and anchors dragged. A tidal wave, eight feet high swept over the Sunderbunds and many villages are said to have been destroyed, bunds were breached and crops submerged, while it is feared that the wells and water supply in many places have been rendered undrinkable by the sea-water. These reports require confirmation.

#### THE ALL-BRITISH CABLE.

Ten clerks of the Eastern Telegraph Company have landed at Cocos. The island, one mile long and half a mile broad, lies four hundred miles south-west of Java, and, though nominally under the administration of the Straits Settlements, is governed by a Mr. Ross. The new cable, which is the cause of the clerks, landing on the island, will join Ceylon to Australia, and be a great boon for our colonies—Australia and South Africa—and will reduce the price and transit time of messages between Adelaide and England. Its total length is 15,000 miles, and it is costing at least £5,000,000. The cable starts from Port Cornwall, in Cornwall, to the Cape, thence from Durban to Mauritius, and on to Rodrigues, thence to Perth and Adelaide by way of Cocos (or Kokos-Keeling). The work of laying the cable has for the most part been carried out by the steamer *Scotia*, of the Telegraph Construction Maintenance Company, and the presence of the line will enable messages to be transmitted from England to many of her colonies without passing out of the hands of the Eastern Telegraph Company's clerks. The clerks will not carry money—their salaries will be banked in Batavia—for the only Cocos currency is the cowrie shell, twenty-five of which go to one farthing. They are to be supplied with provisions for a year, and with ammunition in case of emergency. E. 2.

#### THE OUTPUT OF KAIPING COAL.

The following table shows the total output of Kaiping Coal since 1883 when the mines were first opened. It will be seen that the first dividend was paid in 1892 when the output exceeded 300,000 tons, which figure apparently admitted of a dividend, and latterly 12 per cent was paid upon the paid-up capital of one

**Hotels.**  
**THE CONNAUGHT HOUSE,**  
QUEEN'S ROAD.  
The most comfortable family Hotel in Hongkong.  
EXCELLENT CUISINE, LOFTY ROOMS, CENTRALLY SITUATED,  
CIVILITY AND ATTENTION.  
J. H. WAINWRIGHT,  
Manager.  
[1339C]

TERMS MODERATE.  
Hongkong, 7th December, 1901.

**GO TO THE**  
**KOWLOON HOTEL,**  
KOWLOON.  
J. H. DOWNS, Manager. J. W. OSBORNE, Proprietor.

**THE BAY VIEW HOTEL.**  
Very best brands of Wines, Beers and Spirits only kept. Private  
dinners, a specialty.  
Under entirely new management.  
J. LACOCK.  
[1075C]

**METROPOLE HOTEL.**  
Convenient distance from town, delightful  
situation.  
BOARD AND RESIDENCE.  
[1075C]

**Intimations.**  
**NEW YORK LIFE INSURANCE CO.**  
The Oldest and Largest International Life Insurance Company in  
the World.

Supervised by 82 Governments.  
Actual new-placed and paid for business for the year 1900 Dollars 232,388,255 Gold.  
The undersigned, having been appointed HONGKONG AGENT for this Company will  
be pleased to receive proposals for Insurance. A note or a Telephone Message from those  
wishing an "up-to-date" policy will receive immediate attention.  
HECTOR W. SAMPSON,  
Hongkong Hotel.  
[1374C]

Hongkong, 17th December, 1901.

**E. C. WILKS & Co.,**  
MARINE ENGINEERS, SHIP CONTRACTORS  
AND SURVEYORS.  
Collisions and Damages Surveyed for Insurance Companies, Ships' Claims and  
Specifications Prepared.  
Office: 9, Queen's Road Central.  
[1214C]

Hongkong, 8th November, 1901.

**WING CHEONG.**  
DEALERS IN JEWELLERY, PEARLS, DIAMONDS, JADESTONEWARE,  
CURIOS, SILKS, CARVED IVORYWARE, AND GRASSCLOTHS,  
AND  
GENERAL EXPORTERS.  
No. 35, Queen's Road Central,  
Next Door Messrs. LANE, CRAWFORD & Co.  
[1256C]

**LEVY HERMANOS.**  
DIAMOND MERCHANTS, JEWEL-  
LERS AND WATCHMAKERS.  
EASTMAN'S  
KODAKS AND FILMS.  
Sole Agents for "OMEGA" WATCHES.  
"OMEGA" is the best. "THREE YEARS"  
guarantee given to every purchaser.  
40, QUEEN'S ROAD,  
Watson's Buildings.  
[24]

**C. CHARLES BROS. & CO.**  
THIS COMPANY has opened a New  
Establishment of SHIP CHANDLERS,  
NAVY CONTRACTORS, GENERAL STORE-  
KEEPERS, PROVISION AND COAL MERCHANTS,  
TAILORS AND OUTFITTERS. FRESH WATER  
supplied at Shortest notice. All orders  
promptly attended to. This Company sells  
everything cheaper than any other Company  
in this Colony.  
No. 30 DES VORUX ROAD CENTRAL,  
HONGKONG.  
[1355C]

**F. BLACKHEAD & CO.,**  
SHIP-CHANDLERS, SAILMAKERS,  
COAL AND PROVISION MERCHANTS,  
NAVAL CONTRACTORS  
AND GENERAL COMMISSION  
AGENTS.  
PRAYA CENTRAL HONGKONG,  
SOAP MANUFACTURERS.

SOLE AGENTS FOR  
HARTMANN'S RAHTJEN'S GENUINE  
COMPOSITION RED HAND  
BRAND, HARTMANN'S GREY PAINT,  
DAMLER'S PATENT MOTOR  
LAUNCHES, &c. &c.  
&c. &c.  
Sole Agents for:  
FERGUSON'S SPECIAL CREAM  
and  
P. & O. SPECIAL LIQUOR SCOTCH  
WHISKY, &c.  
EVERY KIND OF  
SHIP'S STORES AND REQUISITES  
ALWAYS IN STOCK  
AT  
REASONABLE PRICES.  
[148]

**DROZ & Co.,**  
WATCH MANUFACTURERS,  
STEAM FACTORY ESTABLISHED 1864.  
St. IMIER, SWITZERLAND.  
SPECIALITIES:  
LEVER WATCH & CHRONOMETERS.  
TRADE MARKS:  
MAXIM, BERNA, &c.  
REPAIRS OF WATCHES AND CLOCKS  
by competent European experts at  
Moderate Rates.  
No. 10, QUEEN'S ROAD CENTRAL.  
Hongkong, 11th May, 1901. [1356C]

**NEW VICTORIA HOTEL.**  
ROTISSERIE,  
Meals à la Carte.  
CHOPS, STEAKS, etc., etc., at any time,  
between 7.30 a.m. and 11 p.m.  
Monthly Dinner at Moderate Rates.  
Maday & Farmer,  
Proprietors.  
Hongkong, 2nd September 1901. [958C]

**T. M. STEVENS & CO.**  
CARRY IN STOCK  
A FULL LINE OF "GERMINAL"  
MANILA CIGARS.  
T. M. STEVENS & CO.,  
Beaconsfield Arcade.  
Hongkong, 2nd September, 1901. [959C]

**CHS. J. GAUPP & CO.,**  
CHRONOMETER, WATCH, AND CLOCK  
MAKERS, JEWELLERS, SILVER  
SMITHS, and OPTICIANS.  
CHARTS AND BOOKS.  
NAUTICAL INSTRUMENTS,  
Sole Agents for Louis Audemars' Watches  
awarded the highest Prizes at every Exhibition;  
and for Voigtlander and Sohn's  
CELEBRATED OPERA GLASSES,  
MARINE GLASSES and SPYGLASSES.  
Nos. 54 & 56, Queen's Road Central. [37]

**MEE CHEUNG,**  
PHOTOGRAPHER,  
TOP FLOOR OF ICE HOUSE, IN  
Ice-House Road.  
IS now in a position, in his New and Com-  
modious Premises, to eclipse, as heretofore,  
ALL PHOTOGRAPHIC ART PRACTICED  
in the Colony or in any part of the Far East.  
GROUPS AND VIEWS  
a speciality.  
Hongkong, 22nd September, 1901. [45]

**HONG SING**  
8, Beaconsfield Arcade.  
ENTIRELY NEW STOCK of the Newest  
Patterns in Cloth, Canvas, and  
Ducks. Complete Gentlemen's Outfitting.  
Hongkong, 30th August, 1901. [56C]

**SIEN TING,**  
SURGEON DENTIST,  
No. 12, PAGULGAR STREET.  
TERMS VERY MODERATE.  
Consultation free.  
Hongkong, 27th September, 1901. [59]

**DENTISTRY.**  
SUI SANG,  
(Lately Practising with Dr. I. SAKATA),  
DENTIST.  
No. 4, Queen's Road Central.  
Hongkong, 3rd January, 1901. [16C]

**DENTISTRY.**  
AMERICAN SYSTEM, WONG HO-MI,  
SURG. DENTIST.  
TERMS MODERATE. CONSULTATION FREE.  
50, QUEEN'S ROAD CENTRAL.  
Hongkong, 2nd January, 1901. [8C]

**Mails.**  
**NIPPON YUSEN KAISHA.**  
(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HIROSHIMA MARU.....	{ KOBE (DIRECT).....	To-morrow, 31st Dec, at Noon.
KUMANO MARU.....	{ SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.....	THURSDAY, 2nd Jan., 1902, at 4 P.M.

\* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,  
Manager.  
Hongkong, 21st December, 1901. [6]

**Insurances.**

**"L'UNION"**  
FIRE INSURANCE COMPANY, LD.  
(Established 1828).

THE Undersigned, having been appointed  
GENERAL AGENT for the above  
Company, is prepared to ACCEPT RISKS  
at current rates.  
Claims settled direct without reference to the  
Head Office.  
A. R. MARTY,  
Agent.  
Hongkong, 5th July, 1901. [1712C]

**NORTH GERMAN FIRE INSURANCE  
COMPANY OF HAMBURG.**  
THE Undersigned AGENTS of the above  
Company are prepared to accept First  
Class FOREIGN and CHINESE RISKS at  
CURRENT RATES.  
SIEMSEN & Co.  
Hongkong, 28th May, 1901. [10]

**To be Let.**

TO LET.  
EUROPEAN HOUSES, Nos. 4, 5A, 7  
and 8, WILD DELL, WANCHAI  
ROAD. Suitable for apartments or boarding  
houses.  
Apply to—  
SANG KEE,  
72, Wing Lok Street.  
Hongkong, 27th December, 1901. [976C]

TO LET.  
FIVE ROOMED BUNGALOW, "RHEDA,"  
BONHAM ROAD. Beginning from 1st  
January, 1902.  
Apply to  
LIAO TZE SAN,  
CHINA MERCHANTS STEAM  
NAVIGATION CO.  
38, Des Voeux Road.  
Hongkong, 30th November, 1901. [1303C]

TO LET.  
HOUSES IN CLIFF GARDENS, CON-  
DUIT ROAD.  
GODDONS at BLUE BUILDINGS.  
HOUSES at CAUSEWAY BAY, facing the  
Polo Ground.  
A HOUSE in RIFON TERRACE.  
"THE RETREAT" MOUNT KELLET.  
Apply to  
THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LD.  
Hongkong, 28th November, 1901. [1209C]

TO LET.  
No. 1, STEWART TERRACE.—THE  
PEAK.  
Apply to  
THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LD.  
Hongkong, 31st July, 1901. [709C]

TO LET.  
No. 2, ORMSBY TERRACE, from 1st  
February, 1902.  
Apply to  
PUN HUNG,  
81, Queen's Road Central,  
Hongkong, 10th December, 1901. [761C]

TO LET.  
CODOWN—No. 54, DUDDELL STREET.  
Apply to  
THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LD.  
Hongkong, 31st July, 1901. [822C]

**For Sale.**

FOR SALE, CHEAP.  
A COTTAGE PIANO by BORD, of PARIS.  
Three years old, in Excellent Condition.  
For Price, &c., apply to  
THE ROBINSON PIANO CO.  
Hongkong, 27th May, 1901. [566C]

FOR SALE.  
SEVERAL MODERN BOOKS on En-  
gineering Subjects.  
For List, apply  
"STEAM,"  
C/o The Hongkong Telegraph.  
Hongkong, 10th August, 1901.

JUST UNPACKED.  
BEST GERMAN SAUSAGES of a well  
known make, in small and large tins, of  
various kinds.  
Finest WESTPHALIAN HAMS.  
H. RUTTONJEE,  
5, D'Almeida Street and  
39 & 40, Elgin Road, Kowloon.  
Hongkong, 13th July, 1901. [54]

**REGULAR STEAMSHIP SERVICE  
TO NEW YORK,**  
VIA PORTS AND SUEZ CANAL.  
PROPOSED SAILINGS FROM HONGKONG.

"ORONSAY".....about 4th Jan.  
"AFRIDI"....." 15th Jan.  
"HILLGLEN"....." 20th Jan.  
"LOWHER CASTLE"....." 8th Feb.  
For Freight and further information, apply  
to  
DODWELL & Co., LIMITED,  
General Agents.  
Hongkong, 27th December, 1901. [14C]

**THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LD.**  
[1209C]

**THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LD.**  
[1209C]

**THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LD.**  
[1209C]

**THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LD.**  
[1209C]

**THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LD.**  
[1209C]

**THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LD.**  
[1209C]

**THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LD.**  
[1209C]



## Shipping—Steamers.

## CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL.
SHANGHAI	"WOOSUNG"	2nd January.
KOBE and YOKOHAMA	"CHANGSHA"	12th January.
MANILA	"CHINGTU"	16th January.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	"CHINGTU"	16th January.

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

51c

## OCEAN STEAMSHIP COMPANY, OUTWARDS.

FROM	STEAMERS.	DUK.
GLASGOW and LIVERPOOL	"MEMNON"	6th January, 1902.
"	"TANTALUS"	18th " "
"	"AJAX"	22nd " "
"	"PYRRHUS"	31st " "

## HOMEWARDS.

FOR LONDON.

"DEUCALION"	7th Jan., 1902.
"PELEUS"	21st " "
"STENTOR"	4th Feb., " "
"IDOMENEUS"	18th " "
"AJAX"	4th March, " "
"FOR LIVERPOOL (DIRECT), (Taking Cargo at LONDON RATES).	
"PATROCLUS"	20th Jan., 1902.
"TANTALUS"	15th Feb., 1902.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents, O. S. S. Co.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

Agents for and in connection with  
THE OREGON RAILROAD AND NAVIGATION COMPANY,  
Operating the New First-class Steamships  
"INDRAVELLI," "INDRAPURA,"  
and  
"KNIGHT COMPANION,"  
between  
HONGKONG AND PORTLAND (OR.)  
Calling at SHANGHAI, NAGASAKI, MOJI, KOBE,  
and YOKOHAMA.

THE Steamship "INDRAPURA," will be despatched for PORTLAND (OR.) on or about the 14th January, 1902.  
Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports.

For Freight, apply to

THE PORTLAND AND ASIATIC STEAMSHIP CO. [126c]

## OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS:

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR FOCHOW*	"ANPING MARU"	K. Sadaaki	THURSDAY, 2nd January.
FOR TAMSUI*	"DAIJIN MARU"	T. Ogata	SUNDAY, 5th January.
FOR ANPING*	"MAIDZURU MARU"	T. Saito	WEDNESDAY, 8th January.
FOR TAMSUI*	"DAIGI MARU"	T. Kitano	SUNDAY, 12th January.

\* Via SWATOW and AMOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers and a duly qualified doctor is carried.  
All steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.  
Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

OSAKA SHOSEN KAISHA.

For Freight, Passage and further information, apply to  
THE MITSUI BUSSAN KAISHA, Agents. [1379c]

## TOYO KISEN KAISHA. (ORIENTAL S.S. Co.)

REGULAR SERVICE BETWEEN HONGKONG AND MANILA  
IN 48 HOURS.

THE Company's well-known Steamship

"ROSETTA MARU,"  
3,876 Tons.

Captain Tate, having been placed on the above service, will be despatched hence for MANILA, on SATURDAY, the 4th January, 1902, at Noon.

Magnificent accommodation. Comfortable cabins. Excellent table. Unrivalled speed. Electric light.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

No. 6, Ice House Street and Corner of Des Vaux Road, 1st floor.  
Hongkong, 30th December, 1901. [1380c]

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR  
SINGAPORE, PENANG, RANGOON,  
COLOMBO, ADEN, SUEZ, PORT SAID,  
TRIESTE AND GENOA.

(Taking Cargo at through rates to the BRAZIL, SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"MARIA VALERIE"

Captain Bellen, will be despatched as above on WEDNESDAY, the 15th January, P.M.  
The steamer has capital accommodation for passengers. Electric light. A doctor is carried.  
For information as to Passage and Freight, apply to

SANDER, WIELER & Co., Agents.

Hongkong, 29th December, 1901. [1379c]

SHEWAN, TOMES & CO'S  
"NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ASAMA,"

Captain Bement, will be despatched for the above Port on or about the 31st instant.

For Freight, apply to  
SHEWAN, TOMES & Co., Agents.

Hongkong, 29th December, 1901. [1380c]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Company's Steamship

"CALEDONNIEN."

Captain Blanc, will be despatched for the above Port, on or about TUESDAY, the 31st instant.

For Freight or Passage, apply to  
P. DE CHAMPFORDIN, Acting Agent.

Hongkong, 24th December, 1901. [1380c]

## Shipping.

## STEAMERS.

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.  
THE Company's Steamship

"LAISANG,"  
Captain Payne, will be despatched as above TO-MORROW, the 31st instant, at Noon.

For Freight or Passage, apply to  
JARDINE, MATHESON & Co., General Managers.

Hongkong, 30th December, 1901. [1406c]

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON VIA SUEZ CANAL.

THE Steamship

"GLENFARG,"

Captain Donaldson, will be despatched as above on THURSDAY, the 2nd January, at Noon.

For Freight or Passage, apply to  
MCGREGOR BROS. & GOW.

Hongkong, 23rd December, 1901. [1400c]

NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Screw Steamship

"KUMANO MARU,"

(4,700 Tons Gross, Captain E. W. Haswell), will be despatched for the above Port, on THURSDAY, the 2nd January, at 4 P.M.

This New Mail Steamer is specially constructed for service in the Tropics, and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.

For Freight or Passage, apply to  
A. S. MIHARA, Manager.

Hongkong, 23rd December, 1901. [1401c]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's New Steamship

"ZAFIRO,"

Captain A. Ramsay, will be despatched for the above Port, on FRIDAY, the 3rd January, at Noon.

The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with Electric Light.

For Freight or Passage, apply to  
SHEWAN, TOMES & Co., General Managers.

Hongkong, 28th December, 1901. [1411c]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AIRLIE,"

Captain St. John George, will be despatched as above on THURSDAY, the 9th January, 1902, at NOON.

This well-known Steamer is specially fitted for passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric-light.

A Stewardess and a duly-qualified Surgeon are carried.

M.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co., Agents.

Hongkong, 16th December, 1901. [1393c]

## Intimations.

C. E. WARREN,  
BUILDING CONTRACTOR,  
WYNDHAM STREET (Opposite to the CLUB GYMNASIA).

SANITARY APPLIANCES SUPPLIED  
and FIXED, DRAINS, TRAPS,  
WASTE PIPES, &c., CLEANSED and RE-  
PAIRED. Sanitary Board Notices receive  
prompt attention. Agent for MOSAIC TILES.  
Price on Application. [1582c]

## ST. JOSEPH'S COLLEGE, HONGKONG.

OWING to the insufficiency of accommodation in the present building and the increasing demand for admission, it has been found necessary to extend the wings of the main building and to enlarge the Chinese department by an additional storey with two wings. The estimated cost will amount to over \$15,000. To cover these expenses we appeal to the liberality of all friends of Education. The establishment has been in existence for the last 25 years and is open to all classes. Much of the clerical work of the city is carried on by its past pupils. As this is the first time we have applied for assistance we expect a generous response. The names of our most liberal Benefactors will be inscribed upon marble tablets, as a lasting testimony of their generosity.

## THE CHRISTIAN BROTHERS.

Hongkong, 22nd November, 1901.

## NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

JEYES FLUID

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. C. HUMPHREYS & Co., Bank Buildings.

Hongkong, 29th March, 1902.

## NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessel during her stay in Hongkong Harbour:  
CELESTE BURILL, British ship, Jelfy—Order. HANSEN & WYLL, American ship, Vanhorn—Arnhold, Karberg & Co.

## Intimations.

THE CHINA & JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED.

HONGKONG EXCHANGE, OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$80 Per Annum.

PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK, INCLUDING—

BATTERIES,  
CHEMICALS,  
ELECTRIC BELLS,  
INSULATORS,  
LIGHTNING CONDUCTORS,  
SWITCHES,  
TELEPHONES,  
WIRE, &c., &c.,  
PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS, Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanics sent to Out-Ports to fit up Installations if required.

NOTE ADDRESS:—2, ICE HOUSE ROAD.

For full Particulars, &c., &c.,  
Apply to

W. STUART HARRISON, Manager.

Hongkong, 19th August, 1901. [24c]

CLARKE'S B 41 PILLS are warranted to cure, in either sex, all acquired or constitutional Discharges from the Urinary Organs, Gravel, and Pains in the Back. Free from Mercury. Established upwards of 30 years. In boxes, 4s. 6d. each, of all Chemists and Patent Medicine Vendors throughout the World. Proprietors: The Lincoln and Midland Counties' Drug Company, Lincoln, England. [34c]

## NEW GOODS.

PLENTY  
IN  
HAND.

D. NOMA,  
No. 12,  
Beaconsfield  
Arcade,  
Opposite the City Hall.

Hongkong, 30th April, 1900. [41c]

FRANCOIS  
White Violet  
EXTRACT

This fugitive and delicate perfume is persistent as an Extract for the handkerchief while as a Soap and Powder, it has been adopted by the most refined French Society.

RIGAUD & Co.  
PARIS  
10,000  
White Violets  
equal each bottle of  
Rigaud's Extract

## A RECORD TRAVELLER.

ARRIVES AT HONGKONG.

Included in the list of passengers who arrived at Hongkong this morning by the N. D. L. Mail steamer *Prinz Heinrich* is Mr. G. F. Witton, the well-known Directory, History, and Gazetteer publisher. Mr. Witton has the sole advertising control of Thacker Spink and Co., Calcutta, A. M. & J. Ferguson's Handbook and Directory of Ceylon, published by the Ceylon Observer, and the Hongkong Chronicle and Directory of China, Straits, Philippines, etc., published by the Hongkong Daily Press, Hongkong. Mr. Witton proceeds to Shanghai, Yokohama, Nagasaki, from which port he

proceeds to Vladivostok with the intention of crossing Siberia to St. Petersburg, afterwards visiting Norway and Sweden, arriving in London in time for the Coronation. After staying about two months in the big smoke, he proceeds to South Africa, where he has the interests of the Directory of South Africa. After finishing Africa, Mr. Witton will take the N. L. Line to Zanzibar, Mozambique, &c., arriving in Colombo in November of next year, when India and the East will be again visited. As showing the mileage which can be covered by a globe-trotter, an idea can be gauged when it is considered that during the last three years Mr. Witton has travelled throughout Australia, New Zealand, India, Ceylon, Burma, China, Japan, Philippines, Canada, British Columbia, America, Great Britain, Germany, Holland, France, Italy, Belgium, Egypt, Switzerland, Cape Colony, &c. Upon arrival in London in May next, the subject of this paragraph will have covered 100,000 miles of globe-trotting within three years, on the greater part being accompanied by Mrs. Witton.

## TRAGEDY ON THE GERMAN MAIL.

ASSISTANT ENGINEER OF THE "PRINZ HEINRICH" SHOT DEAD.

A terrible tragedy occurred at midnight, or early this morning, on board the German mail steamer *Prinz Heinrich* as she was nearing Singapore on the voyage from Europe, says the *Straits Times* of 23rd instant. At the hour mentioned there was a loud report of firearms in the ship, and on enquiry being made one of the assistant engineers was found lying dead with a bullet wound behind his left ear. Near by was a revolver. Another man was found wounded.

The police have this morning been making enquiries on board, but it is difficult to get at the real facts of the case, since it is understood no one saw the shots fired. It is stated that the dead man committed suicide; and again, it is stated that a duel took place between the two men. The suicide theory seems rather improbable because of the position of the wound which caused the assistant engineer's death; while at the same time the story of the duel seems difficult to sustain because of the fact that only one revolver was found, and two men were injured. These matters will be investigated at an inquest on the deceased which is to be held at the General Hospital to-morrow morning at 7.30. It is believed that the tragedy is the outcome of some trouble over a lady passenger on the steamer.

24th December.

An inquest was held by Mr. Gentle at the General Hospital, this morning, to ascertain the cause of the death of Fritz Boldt, an assistant engineer of the German mail steamer *Prinz Heinrich*, who was supposed to have committed suicide or been shot dead in a duel on the steamer, on the way from Penang to Singapore.

Two men, who were on the crew's nest at the time, stated that they saw the deceased and a wounded man, present in court, embracing each other. After further evidence had been heard, a verdict of culpable homicide not amounting to murder was returned against Martin Boehlken, the wounded man. He was present at the inquest but refused to say anything about the matter. He said that he would reserve his defence until he was tried by a German court. He will be sent to Germany, as the affair took place on the high seas. Martin Boehlken is a quiet-looking well-dressed young man, but cannot speak English. It is stated that the two young men had quarrelled over a young lady passenger, and had decided to commit suicide together. When found they were clinging to each other. Boehlken was covered with blood and was crying. A small revolver, with two chambers discharged and three loaded, was found beside them.

## PASSENGERS BOOKED FOR THE FAR EAST.

Per Messageries Maritimes steamer *Laos*, from Marseilles, Dec. 15.—To Shanghai: Mr. Yang Si Tchong, Mr. Che Tseng.

Per P. and O. steamer *China*, connecting with the steamer *Parramatta*, at Colombo, from London, Dec. 13.—To Shanghai: Mr. and Mrs. J. Lorrie. From Marseilles, Dec. 20.—To Hongkong: Mr. Houston.

Per P. and O. steamer *Bombay*, from London, Dec. 14.—To Yokohama: Mr. and Miss Maw.

Per Messageries Maritimes steamer *Caledonian*, connecting with the steamer *Tonkin*, at Colombo, from Marseilles, Nov. 24.—To Yokohama: Mr. and Mrs. Nakai.

Per Messageries Maritimes steamer *Tonkin*, from Marseilles, Dec. 1.—To Yokohama: Mr. and Mrs. Stein.

Per P. and O. steamer *Shanghai*, from London, Nov. 16.—To Yokohama: Mr. J. M. Maitland. To Shanghai: Mr. and Mrs. Clutterbuck, Mrs. Williamson. To Hongkong: Mr. W. Dixon, Master K. Dixon, Mr. H. W. Metcalf, Miss Dixon. To Manila: Messrs. A. Turner, and G. F. Sinclair.

Per P. and O. steamer *Himalaya*, connecting with the steamer *Coromandel*, at Colombo, from London, Nov. 29.—To Yokohama: Mr. and Miss McLassas. To Shanghai: Mr. and Mrs. W. Maustan, Mr. R. D. Ballantine, Mr. de Breton Gilmora, Mr. and Mrs. J. Lowe. To Hongkong: Mr. and Mrs. L. Kerr, Mr. and Mrs. T. E. Williams, Miss Williams, Mr. F. R. Fleming, Mrs. Arnold and child, Mrs. Lewis and 4 children, Mrs. Hamilton and 3 children, M. J. C. Kinnaird, Mr. A. G. Fletcher. From Gibraltar, to Hongkong: Mrs. Hayward and 2 children. From Marseilles.—To Shanghai: Mr. Murray. From Port Said.—To Shanghai: Mr. Levering.

Per Norddeutscher Lloyd steamer *Prinzessin*, from Bremen, Nov. 27, and Southampton, Dec. 2.—To China: Messrs. Fitzell, Smith.

## Shipping.

YARRA, French steamer, 2,115, Negre, 29th Dec.—Shanghai 26th Dec., Mails and General.—Messageries Maritimes.

KWANG LEE, British steamer, 1,467, R. Lincoln, 29th Dec.—Shanghai 26th Dec., General.—C. M. S. N. Co.

SKARPSNO, Norwegian steamer, 1,130, Gollensen, 29th Dec.—Samarang 17th Dec., Sugar.—Chinese.

BRAND, Norwegian steamer, 1,520, John Throssen, 29th Dec.—Moji 23rd Dec., Coal.—Dodwell & Co., Ltd.

SANDAKAN, German steamer, 1,374, A. Brandstetter, 29th Dec.—Sandakan 24th Dec., Timber and General.—Melchers & Co.

PIQUE, British cruiser, 3,600, Harry C. Reynolds, 29th Dec.—from Mira Bay.

CANTON, British steamer, 1,110, D. F. F. Lawrence, 29th Dec.—Canton 28th Dec., General.—Jardine, Matheson & Co.

LYEEMOON, German steamer, 1,344, Th. Lehmann, 29th Dec.—Canton 28th Dec., General.—Siemssen & Co.

WING SANG, British steamer, 1,517, T. H. Sellar, 29th Dec.—Shanghai 25th Dec., and Swatow 28th, General.—Jardine, Matheson & Co.

TAISHUN, American steamer, 1,216, Patterson, 29th Dec.—Canton 28th Dec., General.—C. M. S. N. Co.

TAICHOW, German steamer, 821, W. Rether, 29th Dec.—Bangkok 14th Dec., and Ang Hin 20th, Rice.—Butterfield & Swire.

CHINA, German steamer, 1,113, E. Krubbe, 29th Dec.—Saigon 25th Dec., Rice-flour.—Ton Kee.

PRINZ HEINRICH, German steamer, 3,902, R. Heintze, 30th Dec.—Hamburg 13th Nov., and Singapore 25th Dec., Mails and General.—Melchers & Co.

LIGHTNING, British steamer, 2,122, J. G. Spence, 30th Dec.—Calcutta 12th Dec., Penang and Singapore 23rd, General.—David Sassoon, Sons & Co.

ZAFIRO, British steamer, 1,611, A. Ramsay, 30th Dec.—Manila 27th Dec., General.—Shewan, Tomes & Co.

CHUNSAUNG, British steamer, 1,414, S. J. Payne, 29th Dec.—Tientsin 21st Dec., and Cheloo 24th, General.—Jardine, Matheson & Co.

LYR, Norwegian steamer, 1,418, D. W. Danielson, 30th Dec.—Moji 24th Dec., Coals.—E. A. Trading Co.

Clearances at the Harbour Office.







## Post Office.

**A Mail will close:**  
 For Canton—Per *Hankow*, to-morrow, the 31st instant, at 7.30 A.M.  
 For Shanghai, Nagasaki, Kobe and Yokohama—Per *Prins Heinrich*, to-morrow, the 31st instant, at 9 A.M.  
 For Singapore, Penang and Calcutta—Per *Latung*, to-morrow, the 31st instant, at 10 A.M.  
 For Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *China*, to-morrow, the 31st instant, at 11 A.M.  
 For Macao—Per *Hongkong*, to-morrow, the 31st instant, at 1.15 P.M.  
 For Canton—Per *Powah*, to-morrow, the 31st instant, at 5 P.M.  
 For Swatow, Amoy and Foochow—Per *Anping Maru*, on Wednesday, the 1st Jan., at 9 A.M.  
 For Manila, Thursday Island, Townsville, Brisbane, Sydney and Melbourne—Per *Kama-no Maru*, on Thursday, the 2nd Jan., at 9 A.M.  
 For Shanghai—Per *Whosung*, on Thursday, the 2nd Jan., at 9 A.M.  
 For Shanghai—Per *Lyemson*, on Thursday, the 2nd Jan., at 9 A.M.  
 For Manila—Per *Zafiro*, on Friday, the 3rd Jan., at 11 A.M.  
 For Europe, &c., India, via Taitcorin—Per *Valdita*, on Saturday, the 4th Jan., at 11 A.M.  
 For Europe, &c., India, via Taitcorin—Per *Prinsess Irene*, on Wednesday, the 8th Jan., at 11 A.M.  
 For Kobe and Yokohama—Per *Changsha*, on Sunday, the 12th Jan., at 4 P.M.  
 For Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B.C. and Vancouver—Per *Empress of China*, on Wednesday, the 15th January, at 11 A.M.  
 For Manila, Timor, Port Darwin, Thursday Island, Coochew, Townsville, Brisbane, Sydney and Melbourne—Per *Changsha*, on Thursday, the 16th Jan., at 4 P.M.  
 For Singapore and Bombay—Per *Malacca*, on Wednesday, the 25th Jan., at 11 A.M.  
 For Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Tartar*, on Tuesday, the 29th Jan., at 11 A.M.

## EXCHANGE.

Hongkong, 30th December.  
 ON LONDON, Telegraphic Transfer ..... 1/10 1/4  
 Bank Bills, on demand ..... 1/10 5/16  
 Credits, 4 months' sight ..... 1/10 11/16  
 D'ments, 4 months' sight ..... 1/10 13/16  
 ON BERLIN, (demand), ..... M. 1.89 1/2  
 ON PARIS, Bank Bills, on demand ..... 2/3 1/2  
 Credits, 4 months' sight ..... 2/3 1/2  
 ON NEW YORK, Bank Bills, on demand ..... 45 1/2  
 Credits, 30 days' sight ..... 45 1/2  
 ON BOMBAY, Telegraphic Transfer ..... 138 1/2  
 On demand ..... 139  
 ON SHANGHAI, Telegraphic Transfer ..... 73 1/2  
 Private 30 days' sight ..... 9 1/2 prem.  
 ON YOKOHAMA, T.T. ..... 9 1/2 prem.  
 Sovereigns, Bank's Buying Rate ..... 55.66  
 Gold Leaf 100 touch, per tael ..... 55.20  
 Bar Silver ..... 11 1/16  
 Dollars ..... nom.

## OPIUM QUOTATIONS.

Hongkong, 30th December.  
 To-day's quotations are as follows:—  
 BENGAL—New Patna ..... @ 920/25  
 "New Benares ..... @ 907 1/2  
 "Old Patna ..... @ 950  
 "Old Benares ..... @ 920 nom.  
 Per picul.  
 MALWA—New ..... @ 900/10  
 Last year's ..... @ 910/20  
 2 1/2 years' old ..... @ 920/30  
 3 1/4 years' old ..... @ 930/40  
 Putrefore ..... @ 950  
 PERSIAN—Superior drug was sold. @ 670

## RIVER STEAMERS, SCHOONERS, AND LORCHAS.

*Fatshan*, British steamer, 1,475, Lossius, Hongkong, Canton, and Macao Steamboat Co.  
*Ho-nam*, British steamer, 1,377, H. D. Jones, Hongkong, Canton, & Macao Steamboat Co.  
*Powah*, British steamer, 1,873, A. N. Patrick, Hongkong, Canton, and Macao Steamboat Co.  
*Hankow*, British steamer, 2,252, C. V. Lloyd, Butterfield & Swire.  
*Hoi-tong*, Chinese steamer, 409 tons, Captain Chi Wo & Co.  
*Tai-on*, Chinese steamer, 728, J. Lawrence, Tai On Steamship Co.  
*Pak Kong*, British steamer, Kwong Wan S.S. Co.  
*Kong Nam*, British steamer, T. Austin, R.N.R., Chinese Owned.  
 Hongkong and Macao.  
*Heungshan*, British steamer, 1,055, W. E. Clarke, Hongkong, Canton and Macao Steamboat Co.  
 Macao and Canton.  
*Lungshan*, British steamer, 141, G. F. Morrison, R.N.R., Hongkong, Canton and Macao Steamboat Co.  
*Kiangtung*, Chinese steamer, 583, R. J. Mackenzie, China Merchant Steam Navigation Co.  
 Canton and West River.  
*Nanning*, British steamer, R. D. Thomas, Hongkong, Canton and Macao Steamboat Co.  
*Saiman*, British steamer, W. Dixon, Hongkong, Canton and West River Steamboat Co.

## VESSELS IN PORT.

**Steamers.**  
 AMOY, German steamer, 1,072, W. Wulff, 26th Dec., Moji 20th Dec., Coal—A. R. Marty.  
 ANPING MARU, Japanese steamer, 1,056, K. Sudo, 28th Dec., Swatow 27th Dec., General—Mitsui Bussan Kaisha.  
 CHELYUDRA, British steamer, 1,574, R. Cox, 27th Dec., Banjawan (Java) 17th Dec., Sugar—Jardine, Matheson & Co.  
 CHINA, American steamer, 3,187, D. E. Friede, 22nd Dec., San Francisco 23rd Nov. and Shanghai 20th Dec., Mails and General—F. M. S. S. Co.  
 CHINESE, British steamer, 2,060, J. Williams, 26th Dec., Sydney, N.S.W. 30th Nov. General—Butterfield & Swire.  
 DEUTEROS, German steamer, 1,001, F. Rahn, 25th Dec., Saigon 21st Dec., Rice—Siemssen & Co.  
 AGATON, British steamer, 2,316, Geo. Russell, 28th Dec., Wellington 27th Nov., General—Mitsui Bussan Kaisha.

**ELITA**, No. 36, German steamer, 1,611, H. Bruhn, 25th Dec., Canton 25th Dec., General—E. A. Trading Co.  
**ELSA**, German steamer, 1,702, P. Schwanndt, 20th Dec., Hongkong 24th Dec., Coal—Shewan, Tomes & Co.  
**EMMA**, German steamer, 1,681, J. Samuelsen, 21st Dec., Wuhu and Chinkiang 17th Dec., General—Jensen & Co.  
**EMPRER OF CHINA**, British steamer, 3,003, R. Archibald, R.N.R., 25th Dec., Vancouver, (B.C.) 2nd Dec. and Shanghai 22nd, Mails and General—C. P. R. Co.  
**ESMERALDA**, British steamer, 966, R. Rodgers, 23rd Dec., Manila 20th Dec., General—Shewan, Tomes & Co.  
**HAITAN**, British steamer, 1,183, J. S. Rouch, 24th Dec., Swatow 23rd Dec., General—Douglas, Laprak & Co.  
**HANS MANZELL**, German steamer, 1,694, Th. Schinger, 27th Dec., Canton 16th Dec., General—E. A. Trading Co.  
**HEINRICH MENZEL**, German steamer, 989, P. Delfs, 24th Dec., Canton 23rd Dec., General—E. A. Trading Co.  
**HIROSHIMA MARU**, Japanese steamer, 2,035, T. Murai, 28th Dec., Bombay via Singapore 21st Dec., Cotton and Twist, &c.—Nippon Yusen Kaisha.  
**HOHAO**, French steamer, 509, M. Merlees, 28th Dec., Pakhoi and Hoihow 27th Dec., General—A. R. Marty.  
**HOP SANG**, British steamer, 1,359, H. Roope, 27th Dec., Moji 2nd Dec., Coal—Jardine, Matheson & Co.  
**IVO MARU**, Japanese steamer, 3,918, Parsons, 16th Dec., Moji 11th Dec., General and Coal—Nippon Yusen Kaisha.  
**KASHING**, British steamer, 1,136, R. Sanderson, 25th Dec., Chinkiang 20th Dec., General—Butterfield & Swire.  
**KONG BENG**, German steamer, 862, Moller, 28th Dec., Bangkok 20th Dec., Rice—Butterfield & Swire.  
**LAI SANG**, British steamer, 2,225, G. Payne, 23rd Dec., Calcutta 6th Dec. and Singapore 17th, General and Opium—Jardine, Matheson & Co.  
**MARIE JENSEN**, German steamer, 1,771, P. Hemmet, 19th Dec., Bangkok 1st Dec., Rice—Kong Fat.  
**MATSAVO**, British steamer, 1,644, W. D. Welsh, 17th Dec., Sandakan 11th Dec., Timber and General—Jardine, Matheson & Co.  
**OLYMPIA**, American steamer, 1,791, John Truebridge, 14th Dec., Tacoma via Japan 11th Dec., General—Dodwell & Co., Ltd.  
**PERLA**, British steamer, 1,286, G. Blaxland, 12th Dec., Iloilo 7th Dec., Sugar—Shewan, Tomes & Co.  
**PETRARCH**, German steamer, 1,254, H. Uecker, 20th Dec., Labuan 12th Dec., Sugar—Sander, Wieler & Co.  
**POLAMHALI**, British steamer, 2,596, T. W. Heppel, 22nd Dec., New York 19th Oct., Cases Oil—Standard Oil Co.  
**SALAMANCA**, British steamer, 883, J. H. Ander, 16th Dec., Moji 9th Dec., Coal—Bradley & Co.  
**SATURN**, American transport, 1,617, Frank E. Fos, 14th Nov., Shanghai 11th Nov.  
**SKULD**, Norwegian steamer, 914, Berbour, 15th Dec., Bangkok 15th Nov., Rice—Mang-soon.  
**TELEMACHUS**, British steamer, 1,340, J. Williamson, 20th Dec., Saigon 14th Dec., Rice-Meat—Nam Wo Co.

## Sailing Vessels.

**DIRIGO**, American ship, 2,845, Geo. W. Goodwin, 6th Dec., New York 30th June, Kerosine Oil—Master.  
**FRED. P. LITCHFIELD**, American bark, 1,080, Allen Fulton, 12th Dec., Fremantle, W.A. 15th Sept., Sandalwood—Order.  
**HERZOG JOHAN**, ALBRECHT, German schooner, 701, Andersen, 10th October, Manila 6th Oct., General—Master.  
**LUCIA**, British ship, 640, Andersen, 2nd Oct., Rajang 6th Sept., Timber—Master.  
**MOBILE DAY**, British bark, 1,117, James A. Boyd, 12th Dec., Hongkong 17th Nov., Coals—Jardine, Matheson & Co.  
**OSBERGA**, British bark, 969, Densmore, 4th Nov., Manila 1st Nov., Ballast—Order.  
**SEA WITCH**, American ship, 1,172, Howes, 21st Feb., Manila 18th Feb., Ballast—Master.  
**VALE OF DOON**, British bark, 669, J. Petersen, 16th Dec., Rajang 18th Nov., Timber—Sander, Wieler & Co.  
**WEST YORK**, British bark, 766, W. S. Foster, 20th Dec., Calao 10th Oct., Ballast—E. A. Trading Co.

## HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, December 30th, 1901.  
**Alacrity**, despatch-vessel, 1,700 tons, 10 guns, 1,000 i.h.p., Capt. Craddock, Hongkong.  
**Albion**, 1st-class battleship, 12,950 tons, 13,500 i.h.p., 16 guns, Capt. W. W. Hewett, Japan.  
**Algerine**, sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Comdr. W. Carey, Shanghai.  
**Aretusa**, 2nd-class cruiser, 4,300 tons, 10 guns, 5,000 i.h.p., Capt. J. Sturtin, Shanghai.  
**Argonaut**, 1st-class cruiser, 11,000 tons, 16,500 i.h.p., 16 guns, Capt. G. H. Cherry, R.N., Japan.  
**Astrax**, 2nd-class cruiser, 4,300 tons, 7,000 i.h.p., 10 guns, Capt. C. J. Baker, Hongkong.  
**Aurora**, 1st-class cruiser, 5,600 tons, 8,500 i.h.p., 12 guns, Capt. E. H. Bayly, C.B., Hongkong.  
**Blenheim**, 1st-class cruiser, 9,000 tons, 12 guns, 21,411 i.h.p., Capt. F. H. Henderson, C.M.G., Hongkong.  
**Bramble**, 1st-class gunboat, 710 tons, 1,300 i.h.p., 6 guns, Lieut. and Comdr. F. M. Leake, Canton.  
**Brish**, 3rd-class cruiser, 1,700 tons, 6 guns, 5,600 i.h.p., Commander Sir Bouchier Wrey, Bart, Singapore.  
**Britomart**, 1st-class gunboat, 710 tons, 1,300 i.h.p., 6 guns, Lieut.-Comdr. E. A. Baird, Hongkong.  
**Cresty**, 1st-class battleship, 12,000 tons, Capt. Tudor, Mrs Bay.  
**Daphne**, sloop, 1,140 tons, 8 guns, 2,000 i.h.p., Capt. W. C. Pakenham, Hongkong.  
**Editha**, 1st-class cruiser, 5,600 tons, 11 guns, 8,000 i.h.p., Capt. Stokes, Amoy.  
**Endymion**, 1st-class cruiser, 7,350 tons, 12,000 i.h.p., 12 guns, Capt. A. W. Paget, C.M.G., Hongkong.  
**Est**, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. F. Blunt, Chinkiang.  
**Fame**, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 5,400 i.h.p., in reserve.  
**Firebrand**, 3rd-class gunboat, 455 tons, 4 guns, 360 i.h.p., Lt. and Beaty Fownall, Hongkong.  
**Glory**, 1st-class flagship, 12,500 tons, 16 guns, 13,500 i.h.p., Capt. A. Carter, Hongkong.  
**Goliath**, 1st-class battleship, 12,950 tons, 16 guns, 13,500 i.h.p., Capt. L. Wintz, Hongkong.  
**Hari**, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., in reserve.  
**Handy**, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Lieut. and Comdr. G. C. Hardy.  
**Humber**, storeship, 1,640 tons, 800 i.h.p., Comdr. H. J. Davidson, Hongkong.  
**Janus**, torpedo-boat destroyer, 280 tons, 6 guns, 3,900 i.h.p., in reserve.  
**Ocean**, 1st-class battleship, 12,950 tons, 13,500 i.h.p., 16 guns, Capt. Arthur J. Renaker, Japan.

**Orlando**, 1st-class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt. J. H. Burke, C.B., Hongkong.  
**Other**, torpedo-boat destroyer, 350 tons, 6 guns, 6,500 i.h.p., Lieut. and Comdr. C. P. Mansel, Taku.  
**Phantix**, sloop, 1,060 tons, 6 guns, 1,400 i.h.p., Comdr. W. H. Nicholson, Shanghai.  
**Pigmy**, 1st-class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Lt. and Comdr. Oldham, Hongkong.  
**Pique**, twin screw, 2nd-class cruiser, 3,600 tons, 8 guns, 7,000 i.h.p., Capt. H. C. Reynolds, Hongkong.  
**Plowry**, 1st-class gunboat, 415 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. Watts Jones, Hongkong.  
**Rambla**, surveying-ship, 583 tons, 650 i.h.p., Capt. Morris H. Smyth, Hongkong.  
**Redpole**, 1st-class gunboat, 805 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. C. F. Corbett, Canton.  
**Robin**, river-gunboat, 85 tons, 2 guns, 240 i.h.p., Lieut.-Comdr. G. G. Webster, West River.  
**Rosario**, sloop, 980 tons, 6 guns, 1,400 i.h.p., Comdr. A. W. Hamilton, West River.  
**Sandpiper**, British river-gunboat, 85 tons, 2 guns, 240 i.h.p., Lt.-Comdr. Carr, West River.  
**Snipe**, river-gunboat, 85 tons, 2 guns, 240 i.h.p., Lieut. and Commander Dalgety, Yangtze.  
**Swift**, 2nd-class gunboat, 750 tons, 6 guns, 870 i.h.p., in reserve Hongkong.  
**Taku**, torpedo-boat destroyer, 350 tons, in reserve Hongkong.  
**Talbot**, 2nd-class cruiser, 5,600 tons, 11 guns, 8,000 i.h.p., [Capt. F. G. Stoford, Hongkong.  
**Tamar**, receiving ship, 4,600 tons, Commodore Powell, C.B., Hongkong.  
**Terrible**, 1st-class battleship, 14,200 tons, 30 guns, 25,000 i.h.p., Capt. Percy Scott, C.B., West River.  
**Tweed**, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., in Reserve Hongkong.  
**Walerich**, surveying-ship, 620 tons, 450 i.h.p., Lt.-Comdr. W. O. Lyne, Hongkong.  
**Whiting**, twin screw, torpedo-boat destroyer, 601 tons, 6 guns, 6,000 i.h.p., Lt.-Comdr. Mackenzie, D.S.O., Hongkong.  
**Wivern**, coast defence ship, 2,750 tons, 4 guns, 1,000 i.h.p., Hongkong.  
**Woodcock**, river-gunboat, 150 tons, 2 guns, 550 i.h.p., Lieut.-Comdr. Watson, Kluikang.  
**Woodlark**, river-gunboat, 150 tons, 2 guns, 550 i.h.p., Lieut.-Comdr. H. E. Hillman, Yangtze.  
**Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38**, first-class; and 3 second-class boats.  
**Miscellaneous.**  
**Alpers**, Austrian gunboat, 976 tons, Capt. W. Weber, Shanghai.  
**Holland**, Dutch cruiser, 8 guns, 3,900 tons, 9,250 i.h.p., Capt. S. N. Sybrandt, Swatow.  
**Kaiserin Elisabeth**, Austrian cruiser, 8 guns, 4,400 tons, 9,000 i.h.p., Capt. Wilber, Singapore.  
**Konigin Wilhelmina der Nederlanden**, Dutch cruiser, 8 guns, 4,600 tons, 9,900 i.h.p., Capt. J. P. Rossouw, Swatow.  
**Leopard**, Austrian cruiser, 1,600 tons, Captain Muller, Saigon.  
**Liberal**, Portuguese gunboat, 558 tons, Comdr. José da Cunha Lima, Macao.  
**Maria Theresa**, Austrian cruiser, 10 guns, 5,900 tons, 9,755 i.h.p., Capt. V. Bless Ritter v. Sambuch, Shanghai.  
**Piet Heit**, Dutch cruiser, 5 guns, 3,600 tons, 4,735 i.h.p., Capt. Jansen, Taku.  
**Zaire**, Portuguese gunboat, 530 tons, Captain Mello, Macao.

## FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

**The Russian Squadron.**  
**Admiral Korniloff**, Russian armoured cruiser, 5,000 tons twin screw, 35 guns, 9,500 h.p., Captain Jakovlev, at Nagasaki.  
**Admiral Nakhimoff**, Russian armoured cruiser, 28 guns, 9,000 tons, 8,000 i.h.p., Capt. Versolozsky, at Tientsin.  
**Alcazar**, Russian gunboat, 80 tons, 8 guns, 1,200 h.p., Captain Elksky, at Nagasaki.  
**Bobbe**, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Dobrovolsky, at Taku.  
**Dmitri Donskoy**, Russian armoured cruiser, 5,893 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Sharon, at Taku.  
**Gaidamak**, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serebrennikoff, at Taku.  
**Gremyashsky**, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 4,000 h.p., Capt. Mikhailevsky, at Shanghai.  
**Korveta**, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Simann, at Taku.  
**Mandjour**, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakevoff, at Nagasaki.  
**Navarin**, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p., Capt. Yenish, at Nagasaki.  
**Nayadnoff**, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zanine, at Nagasaki.  
**Otawany**, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Coprianoff, at Shanghai.  
**Petrovskiy**, Russian battleship, 12,000 tons, Capt. Russian battleship, 10,960 tons, 11,555 i.h.p., 16 guns, Capt. Orgeroff, at Nagasaki.  
**Rosita**, Russian armoured cruiser, 12,200 tons, 22 guns, 14,500 h.p., Capt. Domejroff, at Nagasaki.  
**Roshtaynik**, Russian cruiser, 1,330 tons, 1,786 h.p., 11 guns, Capt. Komaroff, at Singapore.  
**Rurik**, Russian flagship, 10,940 tons, armoured twin screw cruiser, 1st class, 48 guns, 13,500 h.p., Capt. Haupt, at Port Arthur.  
**Sensatoff**, Russian battleship, 10,900 tons, 13,600 i.h.p., 16 guns, Capt. Meleusky, at Nagasaki.  
**Silach**, Russian gunboat, 4 guns, 1,200 h.p., Capt. Kharanoff, at Nagasaki.  
**Sissol**, Russian battleship, 8,300 tons, 11,555 i.h.p., 16 guns, Capt. Tarassoff, at Hongkong.  
**Sivouch**, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Soubatin, at Nagasaki.  
**Sveaborg**, 1st class, Russian torpedo boat, 69 tons, 3 guns, 2 torp tubes 780 h.p., speed 19.7 knots.  
**Vladimir Monomach**, Russian cruiser, 6,000 tons, 16 guns, Prince Ouchtomsky, at Port Arthur.  
**Vostok**, Russian torpedo gunboat, 4 guns, 650 h.p., Comdr. Molchouky, at Nagasaki.  
**Vladimir**, Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Rogulia, at Taku.  
**Zabinka**, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkruff, at Nagasaki.  
 (1st and 2nd class).  
**Delphin**, Russian torpedo boat, 350 tons, Capt. Novakovsky, at Shanghai.  
**Forst**, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
**Janchichi**, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.  
**Kasanka**, Russian torpedo boat, 350 tons, Capt. Motaviev, at Shanghai.  
**Kir**, Russian torpedo boat, 350 tons, Captain Kivanovsky, at Shanghai.  
**Narva**, Russian torpedo boat, 85 tons, 4 guns, 1,000 h.p., 22 knots.  
**Novomorsk**, Russian torpedo boat, 87 tons, 4 guns, 2,000 h.p., at knots.

**Russian torpedo boat**, 23 tons, 1 gun, 220 h.p., 16 knots.  
**Stitch**, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
**Skat**, Russian torpedo boat, 350 tons, Captain Smirnov, at Shanghai.  
**Skorpion**, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
**Sootshina**, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.  
**Som**, Russian torpedo boat, 400, Capt. A. Giers, at Shanghai.  
**Sterlaid**, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
**Sirasus**, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
**Sunguri**, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

## RUSSIAN TORPEDO FLOTILLA. (SEA GOING.)

**Borko**, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes 1,100 h.p., speed 12 knots.  
**Revel**, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp tubes 780 h.p., speed 22 knots.  
**Ussur**, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.  
 \* Flagship of Vice-Admiral Alexeieff.  
 \* Flagship of Rear-Admiral F. V. Dubossioff.  
 \* Flagship of Rear-Admiral Reouneff.

## THE GERMAN SQUADRON.

**Bussard**, German cruiser, 1,330 tons, 8 guns, Comdr. von Basewitz, at Hongkong.  
**Fürst Bismarck**, German flagship, 11,000 tons, 30 guns, Capt. Graf Lohse, at Taku.  
**Gefion**, German cruiser, 4,100 tons, 10 guns, 9,000 h.p., Capt. Rollmann, at Amoy.  
**Geier**, German cruiser, 1,600 tons, 8 guns, Capt. Baker, at Shanghai.  
**Hansa**, German cruiser, 6,800 tons, 30 guns, Capt. Paschen, at Woosung.  
**Hela**, German despatch-vessel, 2,000 tons, 12 Capt. Rampold, at Woosung.  
**Hertha**, German cruiser, 5,600 tons, 30 guns, Capt. Derewsky, at Hongkong.  
**Ilitz**, German gunboat, 900 tons, 10 guns, Lieut.-Comdr. Stahmer, at Hongkong.  
**Trine**, German cruiser, 4,200 tons, 8 guns, 2,930 h.p., Capt. Stein, at Nagasaki.  
**Jaguar**, German gunboat, 1,000 tons, 10 guns, Capt. Berger, at Fuchow.  
**Kaiserin Augusta**, German cruiser, 6,331 tons, 20 guns, 14,000 h.p., Capt. Stein, at Amoy.  
**König**, German cruiser, 10,000 tons, 40 guns, Capt. von Holendorff, at Woosung.  
**Luchs**, German gunboat, 850 tons, 10 guns, Comdr. Daeherwald, at Shanghai.  
**Schwabe**, German cruiser, 1,120 tons, 8 guns, Comdr. Boerner, at Hankow.  
**Seeadler**, German cruiser, 1,600 tons, 8 guns, Comdr. Schack, at Amoy.  
**Tiger**, German gunboat, 950 tons, 10 guns, Comdr. von Mittelstadt, at Hongkong.  
**Weissenburg**, German battleship, 10,100 tons, 40 guns, Capt. Hofmeier, at Amoy.  
**Warth**, German battleship, 10,100 tons, 40 guns, Capt. Borkenbach, at Taku.  
**K. F. Wilhelm**, German battleship, at Nagasaki.  
**No. 90**, German torpedo-boat, 320 tons, Capt. Lieut. Gieffner, at Shanghai.  
**No. 91**, German torpedo-boat, 320 tons, Capt. Lieut. Püllen, at Shanghai.  
**No. 92**, German torpedo-boat, 320 tons, Capt. Flunrich, at Shanghai.  
 \* Flagship of His Excellency Vice-Admiral Bendemann.  
 \* Flagship of Rear-Admiral Geissler.  
 \* Flagship, Rear-Admiral Kirchhoff.

## THE FRENCH SQUADRON.

**Alouette**, gunboat, 200 tons, Lieut.-Comdr. Belloy, at Nagasaki.  
**Amiral Charner**, 2nd-class cruiser, 4,800 tons, Capt. Baillie, Saigon.  
**Bengali**, 2nd class despatch-boat, Lt.-Comdr. De La Croix de Castries, at Nagasaki.  
**Bugeaud**, 2nd-class cruiser, 4,000 tons, 19 guns, 9,000 i.h.p., Capt. Dele, at Shanghai.  
**Chasseleur**, 2nd-class cruiser, 3,900 tons, 9,000 i.h.p., 18 guns, Capt. Espinay St. Luc, at Hongkong.  
**Comet**, gunboat, 600 tons, Capt. Lottel, at Canton.  
**Decadet**, gunboat, 640 tons, Capt. Leamey, at Pakhoi.  
**D'Entrecasteaux**, 1st class cruiser, 9,000 tons, 26 guns, 13,500 i.h.p., Capt. D. du Fourmel, at Hongkong.  
**Descartes**, 2nd class protected cruiser, 4,000 tons, 35 guns 631 i.h.p., Capt. L. de Saunay, at Saigon.  
**Eure**, Dispatch-transport, Captain Vallée, at Saigon.  
**Friant**, 3rd class cruiser, 3,900 tons, Capt. Adam, at Haiphong.  
**Jean Bart**, 1st class cruiser, 4,500 tons, 10 guns, 8,000 i.h.p., Capt. Aubin, at Taku.  
**Kersaint**, 3rd class cruiser, 1,300 tons, 13 guns, 2,000 i.h.p., Capt. de la Motte du Portail, at Saigon.  
**Lion**, gunboat, 600 tons, 8 guns, 576 h.p., Capt. Frost, at Taku.  
**Pascal**, 2nd-class protected cruiser, 4,000 tons, 36 guns, 9,000 i.h.p., Capt. M. Motet, at Shanghai.  
**Styx**, 3rd-class cruiser, 1,800 tons, Capt. Vincent, at Hongkong.  
**Surprise**, gunboat, 700 tons, 10 guns, 860 i.h.p., Capt. Monnet, at Shanghai.  
**Ville d'Alger**, monitor, 944 tons, Captain Bousseaur, at Hongkong.  
**Viper**, gunboat, 400 tons, Captain G. del Villeneuve, at Fuchow.  
 \* Flagship of Vice-Admiral Courtejoles.

## THE AMERICAN SQUADRON.

**Albaty**, U.S. cruiser, 3,500 tons, Comdr. J. E. Craig, at Manila.  
**Bennett**, U.S. gunboat, 1,710 tons, 6 guns, 365 h.p., Comdr. C. H. Arnold, at Hongkong.  
**Brooklyn**, Flagship, U.S. cruiser, 9,215 tons, Capt. C. M. Thomas, at Shanghai.  
**Callao**, U.S. gunboat, 137 tons, 1 gun, 55 h.p., Lieut.-Comdr. G. B. Bradshaw, at Manila.  
**Castine**, U.S. gunboat, 1,330 tons, 8 guns, 2,199 h.p., Comdr. S. W. Very, at Shanghai.  
**Celilo**, U.S. supply-ship, 6,428 tons, 1,890 h.p., Comdr. C. T. Forre, at Manila.  
**Concord**, U.S. gunboat, 1,700 tons, 6 guns, 3,405 h.p., Comdr. H. G. D. Colby, at Manila.  
**Culpago**, U.S. supply-ship, 7,000 tons, 4,350 h.p., Comdr. J. W. Carlin, at Manila.  
**Don Juan de Austria**, U.S. gunboat, 1,200 tons, Capt. Bowman, at Hongkong.  
**Glacier**, U.S. supply-ship, Lieut.-Comdr. A. Mertz, at Manila.  
**Helena**, U.S. gunboat, 1,397 tons, 8 guns, 1,998 h.p., Comdr. E. K. Moore, at Manila.  
**Iris**, U.S. distilling-ship, 1,750 tons, 1,300 h.p., Capt. J. J. Meany, at Manila.  
**Isla de Luzon**, U.S. gunboat, 1,330, Comdr. J. V. B. Bleeker, at Manila.  
**Kentucky**, U.S. battleship, 11,500 tons, Capt. C. H. Stockton, at Amoy.  
**Manila**, U.S. gunboat, 1,057 tons, 2 guns, 750 h.p., Lieut.-Comdr. A. P. Narro, at Manila.  
**Maritima**, U.S. gunboat, 1,000 tons, 1,500 i.h.p., 12 guns, Comdr. E. H. Green, at Canton.  
**Monomach**, U.S. double-turret monitor, 4,000 tons, 6 guns, 3,000 h.p., Comdr. A. B. Speyer, at Canton.  
**Monocacy**, U.S. gunboat, 1,370 tons, 6 guns, 850 h.p., Com. G. A. Bicknell, at Taku.  
**Montevideo**, U.S. double-turret monitor, 4,090 tons, 4 guns, 5,244 h.p., Comdr. G. W. Piggan, at Shanghai.  
**Nashville**, U.S. cruiser, Comdr. R. P. Rogers, at Nagasaki.

**New York**, U.S. cruiser, 4,083 tons, Capt. B. McCallum, at U.S. battleship, 12,280 tons, 16 guns, 111 h.p., Capt. F. W. Dickens, U.S.N., at Woosung.  
**Patrol**, U.S. gunboat, 892 tons, 4 guns, 1,095 h.p., Comdr. C. C. Comwell, at Manila.  
**Princeton**, U.S. gunboat, 1,000 tons, 6 guns, 800 h.p., Comdr. Selfridge, at Hongkong.  
**Scindia**, U.S. cruiser, 7,500 tons, Comdr. J. M. Miller, U.S.N., at Hongkong.  
**Wheeling**, U.S. gunboat, 1,000 tons, 6 guns, 1,081 h.p., Com. W. T. Burwell, at Manila.  
**Wilmington**, U.S. cruiser, 2,222 tons, Capt. C. O. Allibone, at Amoy.  
**Yorktown**, U.S. gunboat, 1,710 tons, 6 guns, 3,3